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Ferguson Grain Co., grain, hay and feed.*
Fitzgerald Bros. Co., strictly commission.*
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Gray, Ralph, receiver and shipper.
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McQuillan & Co., grain, hay and feed.*
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Shepard, Clark & Co., grain, hay and straw.
Star Elevtr. Co., receivers, grain, hay, straw.*
Strauss & Co., H. M., grain, seeds, hay, straw.*

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Scott, E. E., broker, grain, cottonseed, meal, bags.

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Files-Thomson Co., field seeds & grain.
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Fruechtenicht, Henry, grain, mill products.
Schuff & Co., A. C., grain and hay.*
Thomson & Co., W. A., corn, oats and rye.
Verhoff & Co., H., receivers and shippers grain.*
Zorn & Co., S., grain.*

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Moon-Taylor Co., grain and hay brokers.
Files-Thomson Co., field seeds and grain.

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed.

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Brown & Co., W. P., wholesale grain & hay.*
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Alley Grain Co., oats, corn, wheat, seeds.*

MERIDIAN, MISS.

McInnis, A. H., broker, grain, hay, cottonseed pdts.

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Pollock Gr. Co., trk. byrs., ear corn, oats, straw.

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Owen & Brother, grain commission.
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Wyman & Co., C. C., grain commission.*

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LeGrand & Burton, grain and hay brokers.*

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Feltman, C. H., grain commission.
Grier & Co., T. A., grain commission.*
Miles, P. B. & C. O., grain commission.*
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Tyng, Hall & Co., grain commission.*

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Pultz & Co., J. B., grain and feed.*
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Geldel & Dickson, grain and hay.*
Hardman & Heck, grain, hay and millfeed.*
Heck & Co., W. F., grain, hay and millfeed.*
Herb Bros. & Martin, grain and hay.*
Mahood Hay & Grain Co., hay, corn & oats.*
McCauffey's Sons Co., Daniel, hay, gr'n, millfeed.*
McCaue, R. S., grain, hay.*
Seavey & Clark, grain, hay & millfeed.*
Smith & Co., J. W., grain, hay, feed.*
Stewart, D. G., & Geldel, grain, hay and feed.*
Walton Co., Sam'l, grain and hay.*

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Worth, W. A., cash grain.

PUEBLO, COLO.

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Beveridge & Co., S. T., grain, hay, feeds, seeds.
Fairbank & Co., S. G., grain, hay, seeds.
Southern Brokerage Co., grain, hay, feeds & seeds.

SAGINAW, MICH.

Carr Co., Henry W., grain, hay, beans, seeds.

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Prescott & Co., whol. grain & cottonseed pdts.

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German Grain Co., buyers and shippers.

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Graham & Martin Grain Co., grain commission.*
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Turner Grain Co., grain commission.

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Mills & Clifford, grain merchants.

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King & Co., C. A., grain, clover, seed.*
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Southworth & Co., grain and seeds.*
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Zahn & Co., J. F., grain, seeds.*

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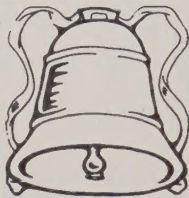
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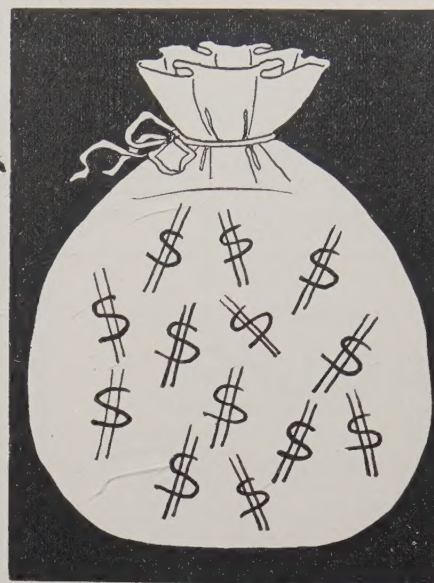
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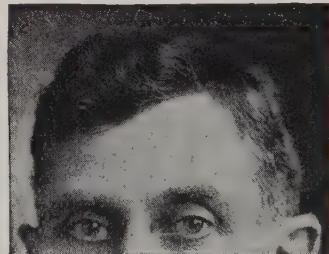
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Cereal Grading Co.

W. T. FRASER, Vice Pres., & Mgr.

GRAIN MERCHANTS

20 Years Experience in assembling and distributing Choice Rye for milling and distilling trade. Largest Rye handlers in the West. Also shippers of

Choice Milling Wheat, Oats, Barley and Screenings. Operating Elevator L.

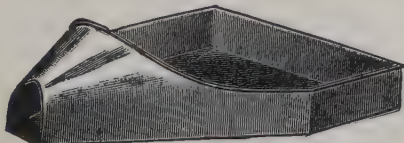
No. 3 Chamber of Commerce MINNEAPOLIS, MINN.

GRAIN BOOKS
G. F. OLSON PRINTING CO.
CASH TICKETS SCALE TICKETS
STORAGE TICKETS
316-318 4th Ave. So., Minneapolis, Minn.

RECEIVERS

who want to reach the regular grain dealers of the country use space in the GRAIN DEALERS JOURNAL.

GRAIN SAMPLE PAN



For Examining Samples of Grain and Seeds. Made of Aluminum, strong, light and well made. Will not Rust or Tarnish.

Grain Size, 2 1/4 x 12 x 16 1/2 inches.....\$1.50
Seed Size, 1 1/2 x 9 x 11 inches.....\$1.25

GRAIN DEALERS JOURNAL, La Salle St., CHICAGO

E. L. WELCH, Pres. and Treas.

T. H. WELCH, Secy.

E. L. WELCH COMPANY
GRAIN COMMISSION.

MINNEAPOLIS AND DULUTH.

Consignments solicited—give us a trial

PEORIA BOARD OF TRADE MEMBERS

MUELLER GRAIN COMPANY

Receivers and Shippers

GRAIN & HAY

Consignments Solicited. Track Bids Made on Request

Room 39 Chamber of Commerce, Peoria, Ill.

RUMSEY, MOORE & CO.

GRAIN COMMISSION

Board of Trade

PEORIA, ILL.

Your Consignments solicited—Personal attention—

Quick Returns to all. Ask for Our Bids

BUCKLEY, PURSLEY & CO.

Commission Merchants

GRAIN AND SEEDS

10 Chamber of Commerce, PEORIA, ILL.

GEO. L. BOWMAN & CO.

GRAIN COMMISSION

PEORIA,

ILLINOIS

CERTIFICATE OF WEIGHT

FORM 88 is designed for making a certified statement of the weight of a car of grain and the condition of the car. It has spaces for Date, Car No., Initial, Date Loaded, Number of Pounds, Kind of Grain, Seal Record, Firm Name and Weigher. These forms are duplicating and are check bound, 75 originals and 75 duplicates in each book. The original forms are printed on bond paper and are machine perforated so that they will tear out readily. The duplicates remain in the book as permanent record. The certificates are numbered in duplicate. Size 8 1/2 x 4 1/2 inches. Price with four sheets of carbon paper, 75 cents.

GRAIN DEALERS JOURNAL,

315 So. La Salle Street, Chicago, Ill.

WHY WONDER WHERE YOU CAN GET SERVICE OR SUPPLIES.
THE GRAIN DEALERS JOURNAL CARRIES THE ADVERTISEMENTS OF ONLY THE BEST

RECEIVERS, SHIPPERS AND BROKERS

McCRAE, MORRISON & COMPANY
Shippers of Corn and Oats
WHOLESALE GRAIN DEALERS
 When you want QUICK SERVICE, HIGH QUALITY and SATISFACTORY PRICES in this line, consult us.
 None are more able to give you this than we.
 Correspondence Solicited. **KENTLAND, INDIANA**

E. A. GRUBBS GRAIN CO.
 Greenville, Ohio

Wants Correspondence with members of the Grain Dealers National in Ohio, Indiana and Illinois. We want strictly sound winter wheat, yellow shelled corn and re-cleaned white oats.

W. H. CONLEY J. E. QUIGLEY
 BERT H. MUTERSBAUGH
CONLEY, QUIGLEY & CO.
GRAIN BROKERS
LINCOLN DECATUR CLINTON, ILL.
 Members Chicago Board of Trade

Paul Kuhn & Co.
 Receivers and Shippers of
GRAIN
Terre Haute and Evansville, Ind.

Chicago Grain & Salvage Co.
 DEALERS IN
SALVAGE GRAIN
 Grain, Feed, Etc.
 WRITE OR WIRE
 TRADERS BLDG., CHICAGO

W. A. THOMSON & CO.
 Receivers and Shippers of
GRAIN
 Louisville - - - - Kentucky

E. F. Shepard O. W. Trapp Chas. G. Clark
Shepard, Clark & Co.
 301 Commercial Bank, Bldg., CLEVELAND, O.
GRAIN HAY STRAW
 Gluten Feed Empire State Grains Mill Feed

E. I. BAILEY
 CLEVELAND, OHIO
 Receiver and Shipper of
Corn, Oats, Millfeed
 ASK FOR PRICES

Record of C. N. D. QUOTATIONS

Quotation Record, Form 97A, is formed of sheets of bond paper ruled to facilitate the recording of daily market prices of different options.

Each sheet is headed "Board of Trade Quotations for Week Commencing Monday, 19 . . ." Columns are provided for 4 Wheat options, 4 Corn and 4 Oats; have spaces for the market hourly and at close. Closing prices for previous week are listed at top.

Sixty sheets, 9½x9½ inches, are well bound in book form—a year's supply. Price 75 cents.

GRAIN DEALERS JOURNAL
 315 S. La Salle Street Chicago, Illinois

BALDWIN GRAIN COMPANY
 GRAIN BROKERS
 BUYERS OF CAR LOTS
 R. C. BALDWIN, Mgr. BLOOMINGTON, ILL.

KINSEY BROS.
 GRAIN, HAY and SEED MERCHANTS
 Field Seeds a Specialty
 NORTH MANCHESTER, INDIANA

STOCKBRIDGE SERVICE SATISFIES

"That's the Reason"
Stockbridge Elevator Co., Jackson, Mich.

CEDAR RAPIDS GRAIN CO.
 Slightly Purified Oats a Specialty

Ask for Samples

Cedar Rapids, Iowa

JOHN WICKENHISER & CO.
 Wholesale Grain Dealers
 TOLEDO, OHIO
 We make track bids and quote delivered prices. Solicit Consignments of Grain and Clover Seed.
 Members Toledo Produce Exchange and Chicago Board of Trade

INTERIOR GRAIN COMPANY BARLEY A SPECIALTY

We buy and sell BARLEY, OATS, CORN. SEND us SAMPLES for bids. WRITE, TELEGRAPH, PHONE us for prices.

Ship your grain to us for bids. If not accepted, we will forward to your Commission House, Chicago or Milwaukee.

We pay drafts, order bill lading attached, give you official weights and make quick returns.

DAVENPORT, IOWA

WHEN "SEEDY"
 Try
C. A. KING & CO.
 Toledo Leads World

Fort Wayne, Ind. Egly-Doan Elevator Company

Receivers and Shippers of
Corn and Oats

Fresh Country Run Stock Our Specialty
 ASK FOR PRICES

The
busy
executive's
most efficient
assistant



will be found in a system of

Western Electric Inter-phones

the ideal intercommunicating telephones



One touch on a button of the Inter-phone brings an immediate response from the department head wanted.

No time wasted in waiting for messengers to go back and forth—no time wasted in waiting for an operator to make connections.

Write for descriptive booklet.

WESTERN ELECTRIC COMPANY

Manufacturers of the 7,000,000 "Bell" Telephones

New York
Boston
Philadelphia
Pittsburg
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Oklahoma City
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San Francisco
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EQUIPMENT FOR EVERY ELECTRICAL NEED

Member Society for Electrical Development

"Do It Electrically"

AMERICAN SUPPLY CO

OMAHA — O NEBRASKA

Manufacturers and Jobbers.
Largest Stock in the West

The KEY to the situation is simply knowing where to find what you want.

OUR aim is to have the most complete line of MILL and ELEVATOR equipment, also POWER TRANSMISSION MACHINERY.

Let our engineering department solve your problems.

Just a Few

American Brand Transmission Rope.

American Brand Car Puller Rope.

Flintstone Leather Belt.

Diamond Rubber Belt.

Victor Balata Belt.

Ampere Red Stitched Canvas Belt.

Sonander Automatic Scales.

Howe Wagon and Hopper Scales.

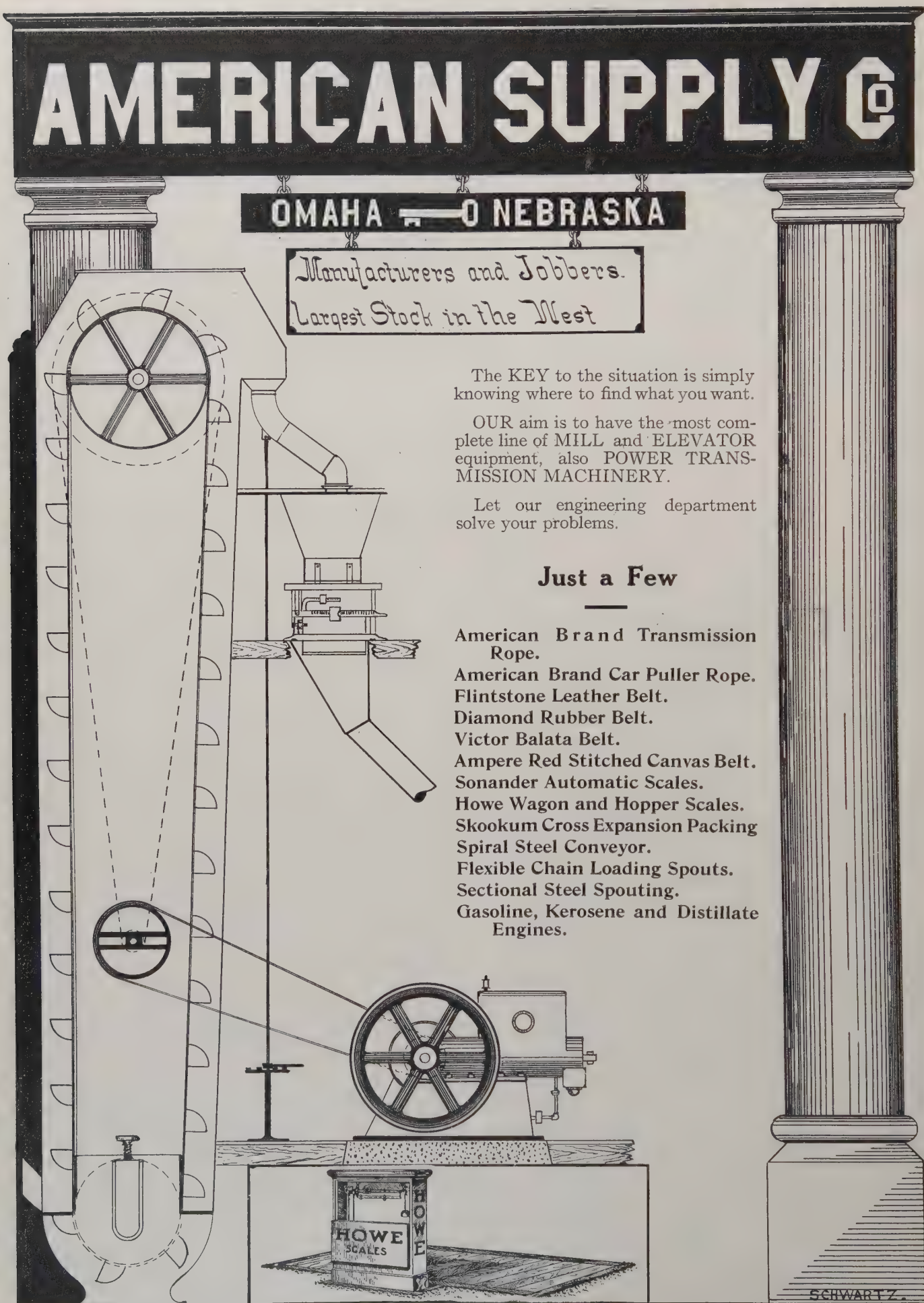
Skookum Cross Expansion Packing

Spiral Steel Conveyor.

Flexible Chain Loading Spouts.

Sectional Steel Spouting.

Gasoline, Kerosene and Distillate Engines.



SCHWARTZ

Elevator
Improvements

The "WESTERN" Line

Perfect
Satisfaction

PARAMOUNT!

And has been so for 43 years!

When you need anything in the supply line stop and consider what a half century of thought and honest striving for the best MUST have accomplished.

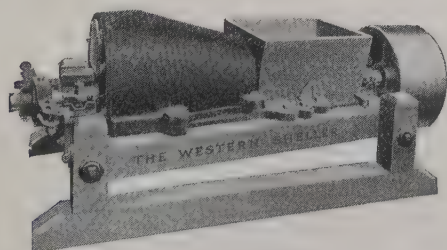
You will find in the WESTERN LINE, machines and appliances that "stand the gaff" and hold a recognized place in the field of Service and Dependability.

The satisfaction we have brought to thousands of others can be brought your way as well.

Our growth has been accomplished largely through re-orders from satisfied customers.

Send for your copy of "Everything from Pit to Cupola."

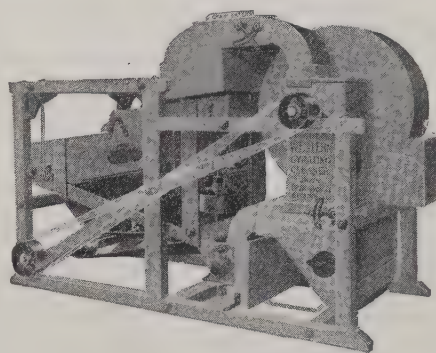
UNION IRON WORKS
DECATUR - - - ILLINOIS



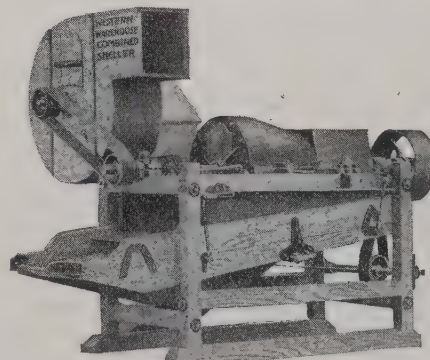
"Western" Sheller



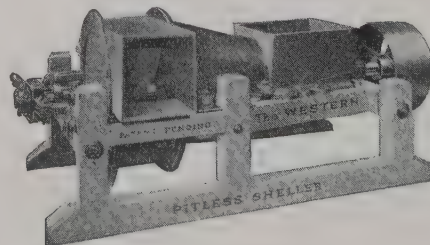
"Western" Rolling Screen Cleaner



"Western" Gyrating Cleaner



"Western" Warehouse Combined Sheller



"Western" Pitless Sheller

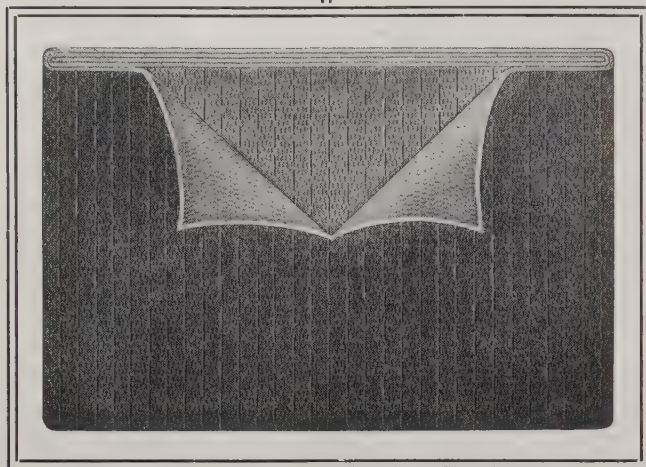
A stock of "WESTERN" Shellers and Cleaners is carried at 1221-1223 Union Ave., Kansas City, Mo.

Elevator
Improvements

The "WESTERN" Line

Perfect
Satisfaction

A Special Belt for Elevating and Conveying Grain



“REXALL”

DOUBLE-STITCHED BELTING

Installed — will mean **ECONOMY**
to you — **BECAUSE**—

1. Plies *cannot* separate.
2. Edges *cannot* ravel.
3. Bucket Bolts and fasteners *cannot* pull out.
4. No deterioration like in rubber.
5. Always pliable.
4. Costs less than rubber and lasts twice as long.

IMPERIAL BELTING CO., CHICAGO



OLDEST and largest manufacturer of
Rubber Belting for conveying and
elevating grain, etc., etc.

New York Belting & Packing Co.

91-93 Chambers Street, NEW YORK

130 West Lake Street
CHICAGO, ILL.

2nd Avenue, N., and 3rd Street
MINNEAPOLIS, MINN.

Wagon Loads Received

A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book is 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380. Price, \$1.50

GRAIN DEALERS JOURNAL

315 South La Salle St. CHICAGO, ILL.

Record of Cars Shipped

Is a book designed especially for country shippers in keeping a complete record of each car of grain shipped.

It is ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

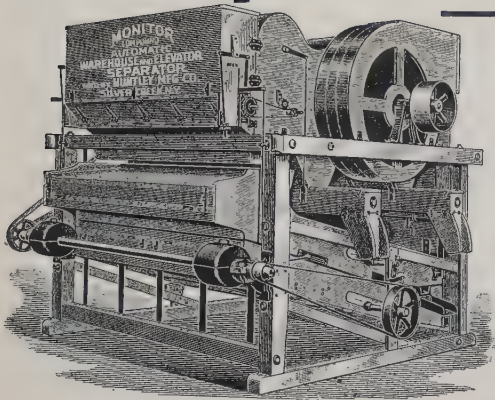
The book is 9½x12 inches, and contains 160 pages of linen ledger paper, 29 lines to each page, and has spaces for recording the foregoing facts regarding 2,230 carloads. It is well bound in strong boards with leather back and corners.

Order Form 385. Price, \$1.50.

GRAIN DEALERS JOURNAL

315 S. La Salle Street, CHICAGO, ILL.

Your cost and loss is less —your grain is cleaner



“MONITOR” Automatic Grain Cleaner

Down *below* your lowest records for *cleaning cost* and *cleaning loss*, down to a new low-level standard that will convince you the *most money* to be made from handling and cleaning grain is by using this automatic and scientifically correct “Monitor,” an *exclusive* type of machine (several patents), which delivers the *most accurate* air and screen separations. Nowhere—a receiving cleaner which cleans so closely with *so little waste, so little power, so little upkeep expense*. This machine will prove itself the lightest running, most easily regulated and most durable specimen of hard-service, high class cleaning machine *you ever used—* or ever saw. Ball bearings, chain oiler or ring oiler bearings. Eccentric drive is our original, patented “disc-oiler.”

HUNTLEY MFG. CO., Silver Creek, N. Y.



Perforated Metals



We guarantee prompt shipment of perforated metals orders of all kinds.

We are especially equipped to do this class of work.

Our machinery is new and of the very latest pattern.

We have dies for punching every style of hole and can handle orders in any quantity and any size.

Let us make you a price on your next order.

BARNARD & LEAS MFG. CO.
MILL BUILDERS AND
MILL FURNISHERS
ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.

**ARE YOU WONDERING
What Manlift To Buy?**

If so, we want you to investigate the quality and service that's found in the

NEW ERA MANLIFT

Equally as good are our
HAND ELEVATORS
POWER ELEVATORS
INVALID HOISTS **DUMBWAITERS**
BOX HOISTS, ETC.

Write for prices when needing anything in our line

Sidney Elevator Mfg. Co., Sidney, Ohio

Mention this paper.

**The Van Ness Safety
Roller Bearing Manlift**

Is built for service. Made from Selected White Birch, has direct acting springs, double safety device that will not fail, runs easy, unnecessary to bolt or lock it while not in use.

Has wire cable and cotton hand line. Sold on 30 days trial. Write for circulars and prices.

Manufactured and for sale by
R. M. Van Ness
Construction Company
Fairbury, Nebr., and Lincoln, Nebr.

**SUCCESS
SAFETY MAN LIFT**

**ATTENTION,
ELEVATOR CONTRACTORS!**

Write us for our Special
Proposition for 1913

DO IT NOW

HASTINGS
Foundry & Iron Works
HASTINGS NEBR.

**The AUTOMATIC
DUMP CONTROLLER**

is a simple, yet most effective device for the controlling of the drops of wagon dumps. It requires no attention or power in its operation, as it is out of the road and entirely automatic.

Please your patrons by the easy and safe dumping of their wagons, and save yourself the expense of possible repairs being made necessary.

The best evidence that its purchase would make you a good investment is the hundreds that are in use by fellow operators. The number of reorders and testimonials we can show ought to convince you. Give us a chance.

L. J. McMILLIN
Indianapolis Indiana

**Get a WOLF EMPLOYES' ELEVATOR
for Your Grain Elevator**

A Wolf Employees' Elevator will do away with the stair-climbing you and your men dread so bitterly, and relieve the working hours of much monotony.

SAVES LEG POWER

It's too much stair-climbing that makes your legs feel as though they might drop out from under you when quitting time comes. And what's the use to endure such a feeling almost every day in the year, when for a very reasonable price you can buy a machine that will carry you to any part of your elevator building without mounting a single flight of stairs.

Particulars?—Write

THE WOLF COMPANY, Chambersburg, Pa.

**The BERNERT****Pneumatic Grain Conveyor
and Elevator**

For car-loading, conveying and elevating.

It will transfer around angles.

It will not produce chaff, crack or bruise any grain or corn.

Positive force feed ahead of the fan, no matter how light the material to be transferred.

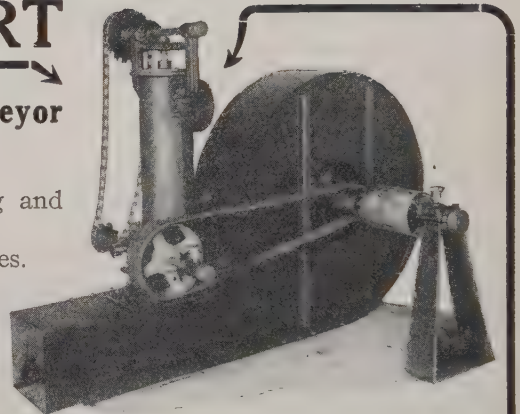
Durable, simple.

Do not delay, but write for Catalog No. 5 to-day giving you more information.

BERNERT MFG. CO.

Removed Office to 759 33rd Street

MILWAUKEE, WISCONSIN

**COAL SALES BOOK**

Form 44.

FOR RETAIL COAL DEALERS.

It facilitates bookkeeping and reduces the chance of error. Practically three books in one. 1. It is the original entry of all sales made. 2. It is the original entry on the scale weights. 3. It is the journal from which the posting is done. It contains spaces for 6,000 loads. Each page is ruled with column headings, as follows: Date, Ledger Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount. This book is 8 1/2 x 14 inches and contains 150 pages of superior ledger paper. Each page is numbered. It is well bound with best binder board, covered with cloth; has leather back and round leather corners. Price, \$1.75. For sale by GRAIN DEALERS JOURNAL, 255 La Salle Street, Chicago.

**JUMPING
ANIMALS**

Something New

Greatest Advertising
Novelties for Conventions
or General Distribution.

Write for samples and
prices quick.

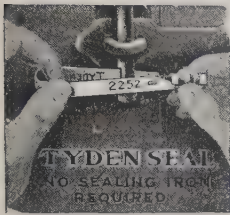
We carry large lines of
advertising novelties in
metal, leather and celluloid.

Pocket Knives
Novelty Pencils
Match Safes
Coin Holders
Bill Folds
Memo Books
Pocket Diaries
Card Cases
Paper Novelties
and
European Goods
From 64 Factories

Ask for Samples

Alschuler
611 Schiller
Bldg.
Chicago

This is the Car Seal



adopted by U. S. Government, a majority of Railroads, and 5,000 Shippers. The

Tyden Car Seal should be yours.

Stop losses and increase your profits. This way is SURE.

Free samples. Write NOW.

International Seal & Lock Co.
HASTINGS, MICH.
Chicago Office: 617 Railway Exchange



FREE TRIAL OF

Before buying a car loader take advantage of this liberal offer and order a "BOSS" Car Loader AT ONCE.



Drop a Card RIGHT NOW!

MAROA MFG. CO., Dept. 3, Maroa, Ill.

Rich and varied as is the program already drawn up for THE CENTURY MAGAZINE for 1914, no prospectus for the year could express

"The New Spirit of The Century"

so well as the current and future numbers of the magazine.

THE CENTURY is the interpreter between the eager worker, the absorbed thinker, and the rapt artist on the one hand, and the earnest, cultured, life-loving public on the other. It studies and explains modern tendencies of many kinds, it tests values, it lives in the very mid-current of to-day. It separates the real from the apparent, the valuable from the worthless, the permanent from the momentary, the humorous from the merely diverting.

The Century is the corner-stone of the family magazine reading in America.

35 cents a copy, \$4.00 a year

Send for special subscription offer.

THE CENTURY CO.

Union Square New York

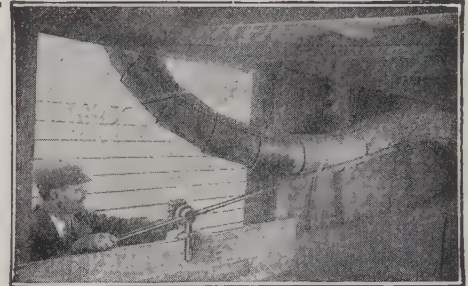
The Englehart Flexible Spout Holder and Carloader

Every Elevator Should Have One

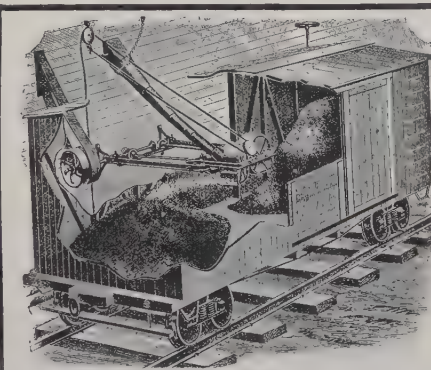
Saves pocketing of dust and dirt and lower grades of grains right in front of car door. Will grade your grain from one to two points higher on account of even distribution, which pays for itself. Saves time and annoyance of crawling into car when loading. Hundreds in use. Fully guaranteed. Write now for descriptive matter and references. Agents wanted.

Elevator Supplies—Everything for an Elevator. Thiern 2-Speed Motorcycles. St. Marys Gas and Oil Engines. Write for our prices.

L. E. TAYLOR & CO.,



914 Flour Exchange, MINNEAPOLIS, MINN.
Seed Trade Reporting Bureau Chicago Agents
G. W. Donehoo, Sidney, Ohio.



No. 4 CHAMPION LOADER

IT LOADS GROUND FEED

In fact it will load any kind of grain, seeds or meal.

When you are buying, buy the best.

SEND FOR PARTICULARS.

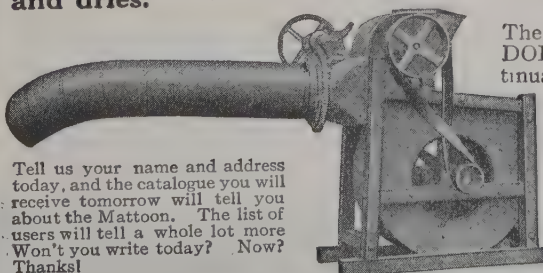
E. BAUDER, - Sterling, Ill.

Your Elevator's Wants Are Supplied in These Columns

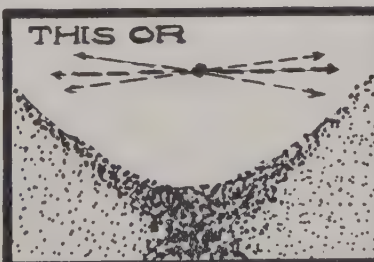
A Mattoon Car Loader

not only fills the largest car to full capacity, but actually betters the quality of your grain.

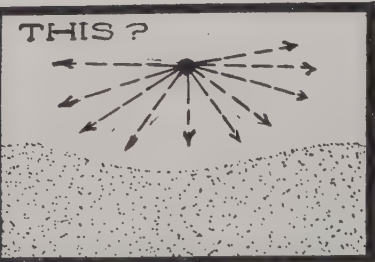
This combined grain cleaner and pneumatic car loader cleans, cools and dries.



Tell us your name and address today, and the catalogue you will receive tomorrow will tell you about the Mattoon. The list of users will tell a whole lot more. Won't you write today? Now? Thanks!



Showing the loading of dirt in center of cars loaded with gravity spouts, or common automatic loaders.



Showing even distribution of grain by the Mattoon Pneumatic Car Loader and Grain Cleaner. No dirt.

The grain is blown out, not forced out by revolving fans, hence the Mattoon DOES NOT MILL OR CRACK THE GRAIN. The loading spout is continually traveling from left to right in semi-circles, thus causing an even distribution of the grain, chaff and lighter grains. A Mattoon prevents the depositing of dirt, chaff small pieces of grain in the center of the car, as is common with gravity and other automatic loading spouts, and causing hot and off-grade grain.

The Mattoon is perfect in principle, practical in design, automatic in action, durable in construction, simple and easy in operation, and requires no attention after starting.

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.



Saves Half the Power

BECAUSE

There is No-Back-Pressure

The New "1905" Cyclone Dust Collector

Write for Catalog
on Dust Collectors

The Knickerbocker Co.
Jackson, Mich.

CYCLONE

Dust
Collecting
Systems
for your
elevator.

**CYCLONE Dust
Collector**

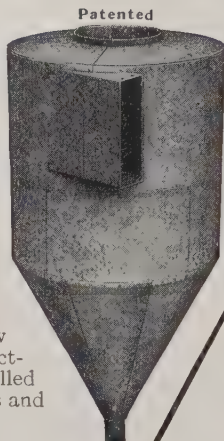
for your clean-
ers.

Complete slow
speed dust collect-
ing systems installed
on modern plans and
guaranteed.

Write today for further
information.

Cyclone Blow Pipe Co.

CHICAGO



4 THINGS

the advertiser considers before an
advertisement is placed:

CIRCULATION QUALITY INFLUENCE RATES

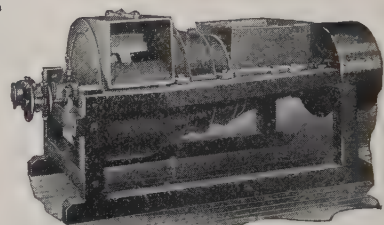
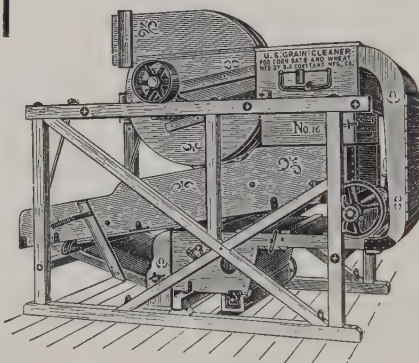
The GRAIN DEALERS JOURNAL guar-
antees its CIRCULATION; boasts of
the QUALITY of its circulation; has
succeeded because of its INFLU-
ENCE, and pays advertisers because
its RATES are reasonable.

For A Better Elevator

You need Expert Advice and the assist-
ance of The Best in equipment.

No grain man can afford to equip an
elevator or replace a worn out machine with-
out investigating the U. S. equipment con-
tained in the

"CONSTANT LINE"



30 DAYS FREE TRIAL

U. S.

**Grain Cleaners—Corn Shellers
Friction Clutches
are
Noted Nationally**

The "Constant Catalog" of Elevating,
Conveying, and Power Transmitting
Machinery, as well as Mill and Elevator
Supplies, tells a story worth while.

B. S. CONSTANT MFG. CO.

BLOOMINGTON, ILL.

Grain Storage Receipts

Designed to be used by country
elevator men, who store grain for pa-
trons, in keeping a record of grain
stored.

These receipts are numbered in duplicate,
two on a page, with perforation between for
easily tearing apart. The receipt is signed by
the elevator man and shows he has received
in store of.....net bus.....Wheat
to be stored and insured under following con-
ditions, etc.

The stub is used for recording the name of
the owner of the wheat, the number of gross
bus., dockage bus., and net bus., and lbs.,
grade and dockage per bu.

Each book contains 50 receipts
printed on bond paper, 10½x3½ in.

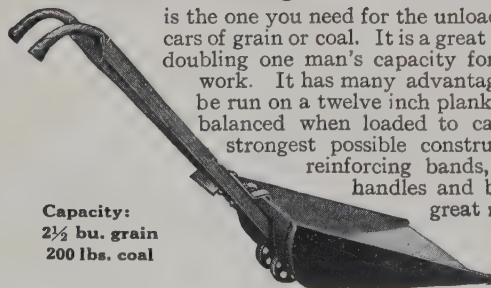
Order form No. 4. Price 50 cents.

GRAIN DEALERS JOURNAL

315 S. LaSalle St. CHICAGO, ILL.

**Figure the amount of advertising
carried—Can you doubt our ability to Produce Results**

"Sackett Chicago" Truck Shovel



Capacity:
2½ bu. grain
200 lbs. coal

is the one you need for the unloading of box
cars of grain or coal. It is a great labor saver,
doubling one man's capacity for doing this
work. It has many advantages. It can
be run on a twelve inch plank and is well
balanced when loaded to capacity. Of
strongest possible construction, with
reinforcing bands, connecting
handles and bowl, giving
great rigidity.

15 Day Offer
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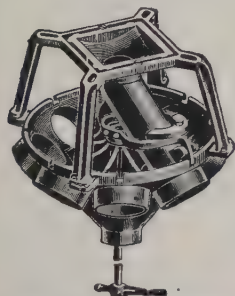
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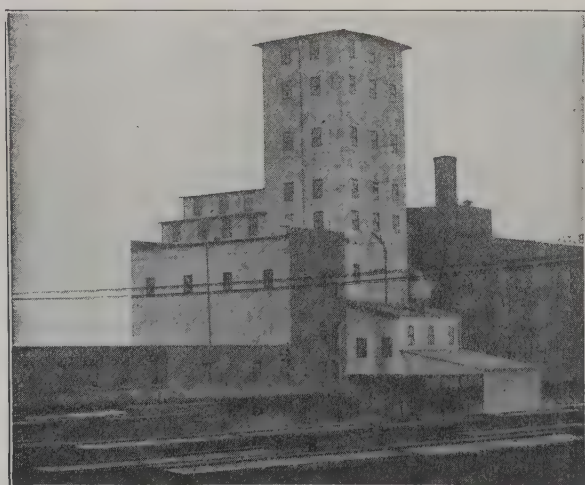
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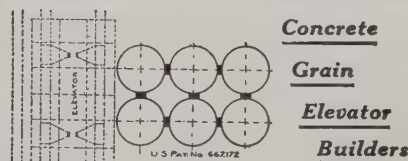
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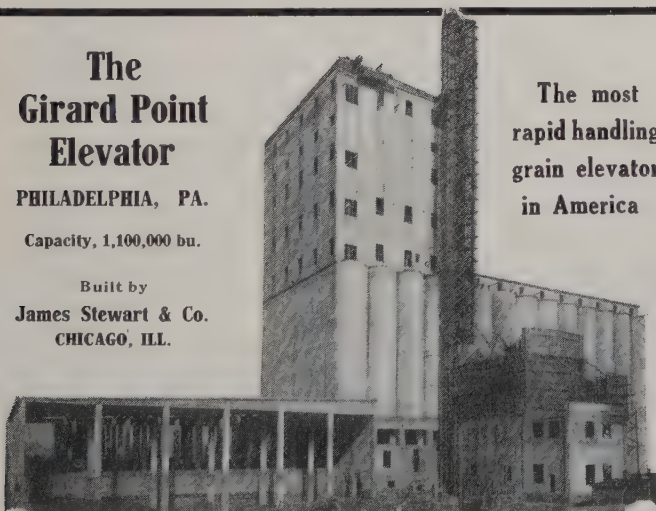
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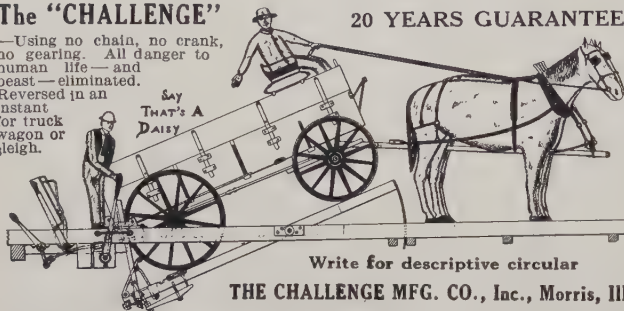
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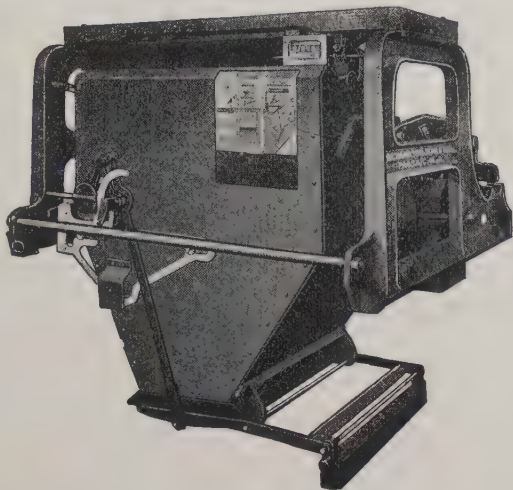
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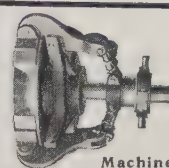
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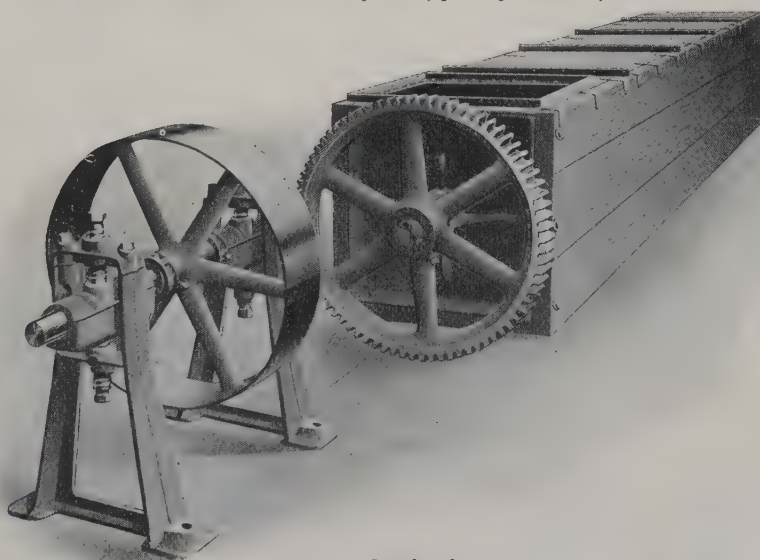
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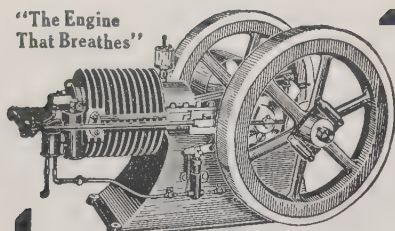


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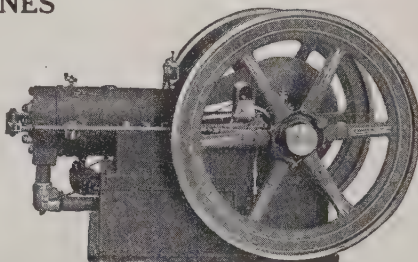
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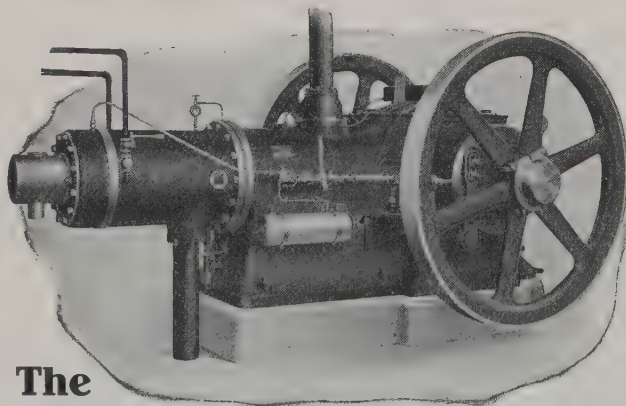
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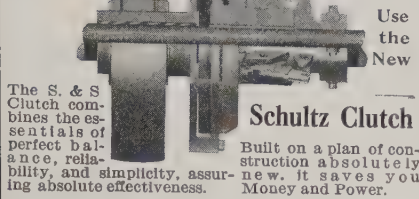
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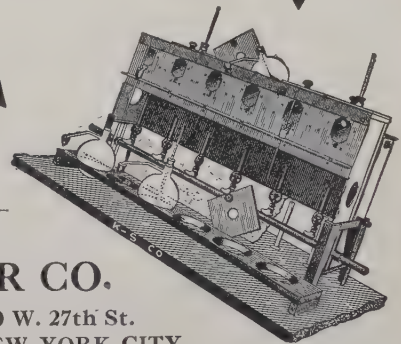
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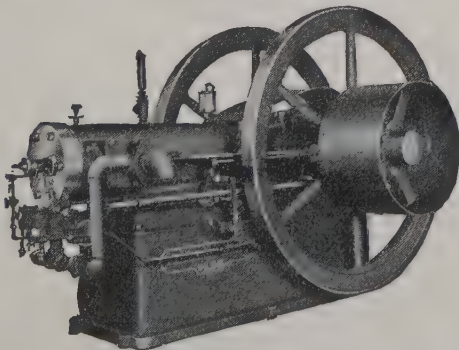
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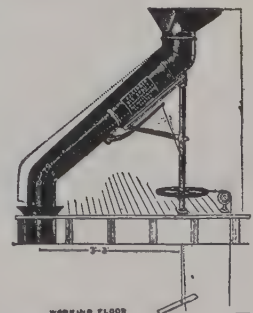
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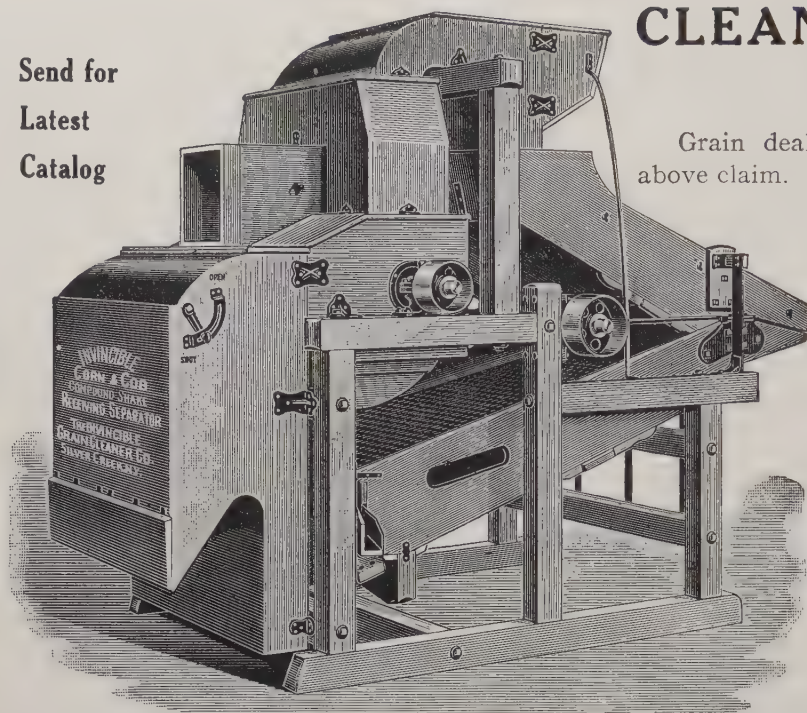


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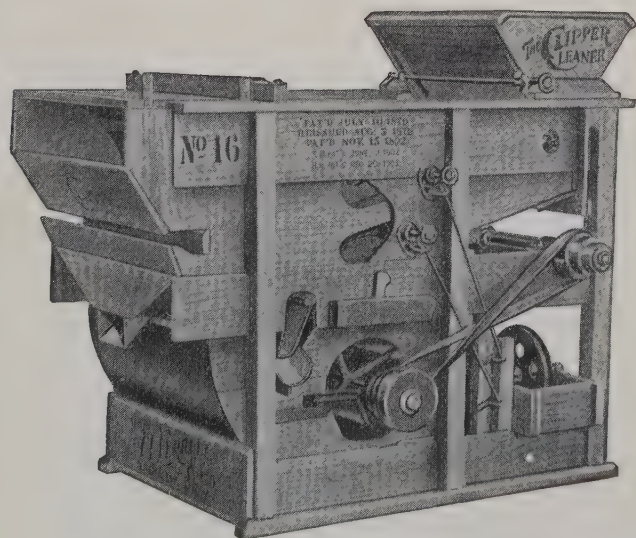
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This is a first class Cleaner of medium capacity that will make any separation that can be made on our largest and most expensive machines

It has Traveling Brushes on the screens and Special Air Controller. These two devices make it possible to separate any two kinds of seeds or grains that are not of exactly the same size or weight. The Brushes keep the screens from becoming choked and the Air Controller regulates the blast to exactly the proper strength to blow out light or blasted clover without blowing out good seed, or to blow out light or chaffy grain from the plump, heavy grain when grading for seed purposes.

This machine is light running, well made, nicely finished and guaranteed to give satisfaction. Catalog and full description furnished on request.

A. T. FERRELL & CO.

SAGINAW, W. S.

MICH.

"Wanted" and "For Sale"

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE.

FOR SALE—25,000-bu. capacity elevator. Up-to-date house. For price, write A. P. Jasinski, Ivanhoe, Minn.

FOR SALE—NORTHERN INDIANA, up-to-date elevator in good section. Address Rudolph V. Shakes, Plymouth, Ind.

GOOD KANSAS grain elevator for sale, cheap, at Sharon, Barber County. Address F. P. Hawthorne, McPherson, Kans.

OHIO elevator for sale. Best elevator and coal proposition in Northwest part of state. Address Ohio, Box 1, Grain Dealers Journal, Chicago, Illinois.

ELEVATOR FOR SALE at a bargain; 25,000-bu. cap. Flour and coal business. Good grain locality. First class opportunity for right man. Hillrose Milling & Merc. Co., E. H. Link, Sec'y, Hillrose, Colo.

MUST SELL—A-1, new elevator and feed mill doing big wholesale and retail grain and feed business. Best proposition in Kansas. Handled over 200,000 bu. grain last season. Address American, Box 9, Grain Dealers Journal, Chicago, Ill.

ILLINOIS elevator for sale on I. C. R. R., 25M capacity; in good farming section; handle from 175,000 to 200,000 bus. annually; no competition. Also a five-room house and one acre of land. Address Illinois, Box 7, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elvtr. located on Vandalla Ry.; 6M bus. capacity; cribbed bins; 1 car corn dump; 1 shelled grain dump; corn sheller and cleaner; wheat and oats cleaner; feed grinder; bins for 100 tons coal; flour, feed and salt. Price, \$2,000. Address North, Box 11, Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS elevator—20M capacity; in one of the best corn and oats sections of state, town of 1,600; annual business 200,000 bus. Equipped with two dumps, two legs, automatic scale, electric power. Own land and switch. Free switching facilities to three roads. No car shortage. Address F, Box 5, Grain Dealers Journal, Chicago, Ill.

CENTRAL INDIANA elevator with residence and two acres of land for sale. Good business in all grain; in exceptionally good wheat belt. Will handle 10,000 bu. clover seed this year. Handles coal, cement, flour, salt, sewer and rain tile and seeds of all kinds. Two railroads; town of 1,800; a bargain if taken within 60 days. Easy terms. Address Central, Box 7, Grain Dealers Journal, Chicago, Ill.

CASS CO., N. DAK., elevator for sale; 30,000 bu. cap.; in the best of repairs; a new large cap. Fosston cleaner; 10 h. p. engine. Last season I handled over 200,000 bushels. Good stone foundation; new coal shed cap. 160 tons. Have sold 240 ton in 40 days. Must sell on account of my wife's health, am offering at a sacrifice. Price \$5,500. Address I. J., Box 9, Grain Dealers Journal, Chicago, Ill.

TWO ELEVATORS FOR SALE—One located in Northwestern Ohio, other in Northern Indiana. Both elevators in good wheat, corn and oats territory. Excellent retail business of feed, flour and coal at both stations. Both elevators on the Erie Railroad. Milling in transit privilege. Business in fine condition. Death of a partner cause for selling. Will sell both or separate. If interested, address Erie, Box 7, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

FOR SALE—Three modern equipped elevators in Southwestern Minnesota, on C. M. & St. P. Ry. Address Modern, Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE—Have a nice lot to select from. Let me know your wants and how much you wish to pay. Address Jas. M. Maguire, Campus, Ill.

FOR SALE—Grain elevator at Charleston, Coles County, Illinois; also one at Hindsboro, Douglas County, Illinois. Write Joseph H. Barnhart, Danville, Illinois.

INDIANA elevator for sale or trade; 15,000 bu. capacity; on C. & E. I. Ry.; just completed. Address E. M. H., Box 10, Grain Dealers Journal, Chicago, Ill.

KANSAS elevator for sale, Marshall Co. Has sheller, cleaner, hopper scale, gasoline engine, cob house, office and scale. No trades. Address S. C. H., Box 10, Grain Dealers Journal, Chicago, Ill.

OHIO elevator for sale, best elevator in the state for handling grain, and plenty of it to do. Excellent flour, feed and coal business. Address Center, Box 10, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Three elevators in Northwestern Iowa. Coal business at one station. Will pay 15% on the whole investment. Address Randolph, Box 10, Grain Dealers Journal, Chicago, Ill.

IOWA ELEVATOR for sale, in best grain section of the state. Good competition and a big crop to handle. Always a money-maker. Address Bell, Box 5, Grain Dealers Journal, Chicago, Illinois.

ILLINOIS elevator for sale; 25 M capacity; located on I. C. Ry.; private ground; cement and coal business; good opening for lumber yard, none within seven miles. Station handles 500 M; one other competitor. Address J. C. Boyce, DeLand, Illinois.

FOR SALE—A line of 12 elevators and one flour mill and elevator combined, for sale, situated in the best grain territory in the United States; no failure of crops; no competition. Will sell singly or altogether; owner wishes to retire. Address The John H. Lynds Mill & Elevator Co., 406 Board of Trade Bldg., Kansas City, Mo.

FOR SALE—10 M elevator, equipped with a 15 horse Otto gaso. engine; 300 bus. hopper scale; Hall Distributor; cleaner; also Bowsher feed mill. Office detached with new steel frame Howe platform wagon scale. Located in one of the best wheat and corn counties in Northern Kansas. Address Best, Box 9, Grain Dealers Journal, Chicago, Ill.

ALL OR HALF interest for sale or trade —Elevator, coal and implement business in Western Ohio on Big 4 R. R. Town about 1,200; 2 good banks; splendid farming community; elevator has about 20,000 bu. capacity; in good repair; one competitor, but this is much the largest house. Implement house 40x80 feet with three floors; 2 room office; 2 room flour and feed house; coal bins; barn, all situated on 2 acres ground on main street of town. About \$3,000 stock of implements. Good implement, coal and feed business. Also considerable fertilizer and flour sold. Live party can do an enormous business here. Will take good Indiana farm for part. Address Rare, Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

FOR SALE—Modern transfer elevator in Chicago switching district. Jas. M. Maguire, Campus, Ill.

NEW MODERN 12,000 bu. elevator for sale at Waverly, Mo., on Mo. P. Ry. Address W. A. Genter & Co., Waverly, Mo.

IF YOU WANT TO BUY an elevator make it known to the grain elevator men of the country by advertising in the "Elevators Wanted" Column of the Grain Dealers Journal, Chicago, Ill.

CENTRAL OHIO—50,000 bu. capacity elevator for sale; located on Penn. Ry.; hay, flour, salt and coal business in connection. This is a good grain section and this station does a big business annually. Would also exchange elevator for good Ohio farm. Write for further information. Address Norman, Box 11, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevator and mill combined. Dissolution of Corporation; must sell. Sale will be held on premises. December 17th, 1913. New, well equipped mill of 150 bbl. capacity and elevator attached, of 30,000 bushel capacity; all built and equipped in 1911. Plant cost \$32,000; appraisal \$15,500. On good railroad in good wheat growing section; splendid reputation and established trade. A golden opportunity to right party. For full particulars write Mr. L. F. Franck, Receiver for The Farmers Grain and Milling Company, St. Henry, Ohio.

NORTHERN ILLINOIS elevator for sale. 8,000 bus. capacity; only elevator in town; good grain section; doing profitable business; can easily average 125 cars annually; on C. & N. W.; steam power; new scales; land belongs to elevator. Feed grinding business in connection. Price, \$6,000. Also two-story, 8-room residence on lot 100x150; in perfect condition; large garden; furnace heat. Price \$3,000. This property will be sold at auction, subject to lease, on December 29th at 10 o'clock. For further information, write Mrs. Chas. Godel, Cortland, Ill.

ELEVATORS WANTED.

WANTED to buy or rent elevator. Address S. F. Hacker, Perry, Kansas.

\$20,000—200-acre Western Ohio farm to trade for good Indiana or Ohio elevator. C. T. Mutchner, New Paris, Ohio.

WILL EXCHANGE a section of improved land in (P'handle) Tex. or ¼ section in Kansas, for a good elevator. Address E. J., c/o Ladora Lumber & Grain Co., Ladora, Iowa.

WANT AN ELEVATOR in Northwest Central Iowa, in a town of 400 to 700. Must be a good house and good business or will not consider. Address New, Box 11, Grain Dealers Journal, Chicago, Ill.

WE WANT YOUR ELEVATOR advertised in the "Elevators For Sale" columns of the Grain Dealers Journal, Chicago. We have sold elevators for others, let us serve you in a like manner. Send trial order today.

ELEVATOR WANTED to lease or operate on percentage basis. Must be in good locality. A-1 references as to character and ability. Have been actively engaged in grain and milling business for past 20 yrs. Am experienced miller, but do not care to continue in this line. Address Ortho, Box 11, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

WANTED—Experienced millwright and elevator foreman to operate and keep in repair, a thoroughly modern grain elevator located in Central Indiana. Address The J. T. Detchon Co., New Richmond, Ind.

RELIABLE MAN for Milwaukee, as foreman to operate an electric driven grain elevator. Must be familiar with grain. State experience. Address "K," Box 11, Grain Dealers Journal, Chicago, Ill.

COMPETENT ELEVATOR MANAGERS, operators and grain buyers can quickly secure positions to their liking thru an insertion of an advertisement in the "Situations Wanted" column of the Grain Dealers Journal, Chicago.

SITUATIONS WANTED.

WANTED—Management of Farmers Elevator in Iowa; employed at present. Can give best of references. M. J. L., Box 10, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as manager of line elevator; experience: 1 year as helper, 4 years as manager; age 30; best of references. J. H. Ravelle, Bostwick, Nebr.

WANTED—A position as manager of Farmer's elevator; have had 12 years experience in the independent grain business. C. L. Broderson, Upham, N. Dak.

WANTED—Position as mgr. of elevator; six years' experience; will take Farmer's elevator on line Co. Address C, Box 11, Grain Dealers Journal, Chicago, Ill.

EXPERIENCED GRAIN ELEVATOR managers and operators have 6,000 possible openings to apply for by making their want known through the "Situations Wanted" columns of the Grain Dealers Journal.

POSITION WANTED as traveling solicitor or in office of good grain firm where chances of advancement are good, by man of 32 who has been in grain business all his life, also had experience as auditor. Can give good references. Address Grain, Box 10, Grain Dealers Journal, Chicago, Ill.

BUSINESS OPPORTUNITIES.

FOR SALE—A stock of mdse. in small town, doing good business, a paying proposition. Address Mdse. Box 9, Grain Dealers Journal, Chicago, Ill.

WANTED parties to invest in well established Minneapolis and Duluth Grain Commission business. Address Fargo, Box 10, Grain Dealers Journal, Chicago, Ill.

FOR SALE—½ interest in seed store in one of the best territories in the U. S. Owner wishes to retire. \$125,000 to \$150,000 business annually. Address Kirk, Box 11, Grain Dealers Journal, Chicago, Ill.

WHATEVER your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,100 grain men look to these columns twice a month for real opportunities.

WANT TO ARRANGE with a firm turning out first class products, to represent them in Cincinnati on a commission basis. Am thoroughly responsible from a financial point of view and possess business qualifications to meet requirements. Will deal only direct with mill owners. L. Jay Campbell, Main & Canal, Cincinnati, Ohio.

FOUR FIRST CLASS local managers, that can furnish good references, wanted by a line elevator concern, "men that will invest some money, preferred." A good proposition for some grain men who want to invest a little money where it will insure them a good income. This will bear investigation. Address Ly, Box 11, Grain Dealers Journal, Chicago, Ill.

MISCELLANEOUS.

WANTED—Copies of the July 10, August 10 and September 25, 1912 issues of the Grain Dealers Journal. Librarian of Congress, Washington, D. C.

PARTNERS WANTED.

PARTNER WANTED—Want opportunity to take partnership in elevator, placing my time against capital. Experienced. References furnished and required. Address Competent, Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

IF YOU WISH to sell your elevator promptly and quietly, write me, giving full particulars. Address Jas. M. Maguire, Campus, Ill.

YOU CAN SELL YOUR ELEVATOR for cash or transfer farms or other properties through our system. If interested write us. Black's Business Agency, 21 Main st., Durand, Mich.

CASH FOR YOUR ELEVATOR, mill, business or property. I bring buyers and sellers together. No matter where located, if you want to buy, sell or trade, write me. Established 1881. Frank P. Cleveland, Mill and Real Estate Broker, 5951 Adams Express Building, Chicago, Illinois.

MILLS FOR SALE.

FOR SALE or trade for income property or land, a nice 50-bbl. steam roller mill and 10,000 bu. elevator. Address S. Box 9, Grain Dealers Journal, Chicago, Illinois.

FOR SALE—75 bbl. roller mill with 3 acres and Miller's house at private sale. If not sold by Jan. 20 will sell at Public Sale about Feby. 10, 1914. Calvin Hay, Berlin, Pa.

MILLS FOR RENT.

FOR RENT—Seventy-five bbl. capacity flouring mill, water power, good flour, feed and feed grinding trade, located in good farming community and in a town of 1,200 people; only flour mill within 6 miles distance. Will rent for 5 years for \$800 per year to responsible party. Chas. Sterling, Brownsville, Oregon.

STEAM ENGINES, BOILERS.

FOR SALE—60"x16' Horizontal Tubular Boiler; one 12x16 Erie City Horizontal Center Crank Engine. Address E. E. McCarthy, Calla, Ohio.

STEAM ENGINES OR BOILERS for sale find many ready buyers when offered thru the grain trade's accepted medium—for engine bargains—the "Steam Engines—Boilers" column of the Grain Dealers Journal, Chicago.

SCALES FOR SALE.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

ADDRESS WANTED.

WANTED—Present address of C. C. McPhail, of McPhail Co., formerly of Atlanta, Ga. Address F. L. B., Box 11, Grain Dealers Journal, Chicago, Ill.

WANTED—Information regarding whereabouts of E. N. Smith, formerly of Ada, Ohio, and later of Addison, Mich. Address E. E. S., Box 11, Grain Dealers Journal, Chicago, Ill.

WANTED—Present address of R. P. Ransom, formerly in business in Nashville, Tenn., and later resided in Greenville, Miss. Address A. W. T., Box 11, Grain Dealers Journal, Chicago, Ill.

SECOND-HAND BAGS AND BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags, Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

Our Understanding

of your requirements
is absolute

**THE NATIONAL CITY
BANK OF CHICAGO**

Capital \$2,000,000.00 Deposits \$27,707,859.55

Surplus and Undivided Profits \$744,784.81

2% Interest allowed on all Margin Deposits.

Approved by the Chicago Board of Trade as a Margin Depository.

105 S. Dearborn St.

Chicago,
Ill.

**"Five (5) Coals That
Build and Hold Trade"****Mt. Pelee ---
Thick Vein Hocking
from Nelsonville**

good size, fine burning, no soot, quick delivery in flat bottom cars.

Kentucky Queen

—an ideal coal, all purposes—2 in. Lump, 4 in. Lump, 4x2 in. Egg Hoppers must be taken for quick shipment.

Lone Star W. Va.

Takes the place of Pocahontas or New River, Never more than wood brown smoke, Holds fire as well as any coal mined, Clean burning and low ash, Shipped in 2 in., 4 in., and 4x2 in. Egg, Handles with little slack or breakage, Hoppers must be taken for quick shipment

Anthracite**Plymouth Red and White Ash
—the best to be had.****Big Vein White Ash**

—better than ordinary coals and cost no more.

Write to us

OHIO & MICHIGAN COAL CO.

Main Office: DETROIT

GASOLINE ENGINES.

FOR SALE—3½ h. p. Otto gasoline engine. Fine condition. G. Amonsens, Box 58, Willmar, Minn.

FOR SALE—22 h. p. Howe gasoline engine. Have installed electricity. Address Jeter & Jeter, Plano, Ill.

FOR SALE—20 h. p. Charter gasoline engine. Nearly good as new. Installed larger engine, reason for selling. Address F. J. Dorney, Mt. Carmel, Ill.

FOR SALE—Fine 20 to 25-h.p. two cylinder Nash engine, cost \$1,000.00, going for quick sale at \$345.00. Badger Motor Co., Milwaukee, Wis.

FOR SALE—1 25 h. p. gasoline engine; in good repair, manufactured in Fort Wayne. Engine can be seen at Broughton, Ohio. For further information write Axel White, Broughton, Ohio.

GASOLINE ENGINE for sale. One 8 h. p. type "G" Olds gasoline engine. Run 16 months. Guaranteed to be in A-1 condition. Will sell at half original cost. Reason for selling have installed electricity. This is a bargain. E. A. Remer, Cedar Springs, Mich.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.

25 H. P. Columbus.

25 H. P. Fairbanks-Morse.

22 H. P. Fairbanks-Morse.

15 H. P. Fairbanks-Morse.

12 H. P. Fairbanks-Morse.

6 H. P. Fairbanks-Morse.

4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

ENGINE BARGAINS.

15 h.p. Foos

8 h.p. Havana, new

6 h.p. Fairbanks-Morse

10 h.p. Fremont

4 h.p. Havana, new

1-500 h.p. Corliss Engine

1-400 h.p. Corliss Engine

1-1000 Bu. National Auto. Scale, new

1-Bowsher Feed Mill No. 7, good as new

1-Wilford & Nordway, 3 high Feed Roll

1-Silver Creek Grain Cleaner

1-36 inch leather belt, 2 ply good as new

1-Rumley, 20 h.p., Traction Engine

The above are in good condition.

Three carloads of lumber cheap.

We buy and sell all kinds of machinery.

H. GROSS LUMBER & WRECKING CO., Omaha, Nebr.

MACHINES FOR SALE.

AT A BARGAIN, Roberts alfalfa mill machinery; complete; nearly new; cap. 3 tons per hr.

1-100 h. p. Atlas engine, nearly new.

1-100 h. p. Atlas boiler, nearly new.

Hillrose Milling & Merc. Co., E. H. Link, Sec'y, Hillrose, Colo.

SACRIFICE SALE NOW ON.

All Makes and Sizes of Attrition Mills.

16" to 24" Robinson's\$65 to \$120 ea.

16" " 26" Unique's 60 " 130 "

16" " 36" Monarch's 60 " 200 "

16" " 36" Foos's 60 " 200 "

16" " 26" American's 55 " 200 "

16" " 24" Halsted's 55 " 135 "

Many types of single head mill also. We need the room for other purposes.

All the above mills completely remodeled and reconstructed. Guaranteed to be in as near a new condition as second-hand machines can be made. Also a full line of Roller Mills, Separators, Reels, Roller Feed Mills, Shellers, Buhr Mills, Corn Crushers, Crackers, etc. Write us for catalogs today. Give us a chance on all your requirements, whether new or second-hand.

George J. Noth,

No. 9 South Clinton Street, Chicago, Ill.

MACHINES FOR SALE.

FOR SALE—One Eureka Milling Separator No. 201, capacity 150 bus. an hour. One Eureka Scourer No. 22, capacity 150 bus. an hour; both complete and in first class condition. Were replaced by machines of greater capacity. Address New Era Mills, Arkansas City, Kansas.

MACHINERY BARGAINS.

1 4 h.p. Gasoline Engine.....\$75.00
1 Dormant warehouse scale..... 15.00
2 Boot Tanks, each..... 20.00
1 No. 4 Buffalo Fan..... 15.00
1 Steam Condenser 30.00
1 Grain Spout complete..... 4.00
1 large bell 20.00
10 Belt Tighteners, each..... 5.00
600 Salem-cups, 6x16, each..... .12
50 " " 6x18 "12
600 Empire Buckets, 5x16..... .06
150 " " 6x18..... .06
1 26" 6 ply 90 ft. Drive Belt..... 50.00
2 26" 3 ply 125 ft. Conveyor Belt, ea..... 50.00

All of the above are in good condition and snaps at the prices offered.

La Crosse Wrecking & Lumber Co., La Crosse, Wisconsin.

FLOUR MILL, FEED MILL AND ELEVATOR MACHINERY AND SUPPLIES.

The largest Stock of Overhauled and reconstructed Machinery in the World.

Roller Feed Mills:—9x24 Barnard & Leas; one 9x24 Northway; one 9x24 Dawson, three pair high; and 9x18 and 9x30 Hutchison; two pair high; one No. 2 Willford, three roll high, and many others listed in our Bargain Book.

Write for one—Mailed on request.

Corn and Cob Crushers:—No. 1 Richmond, No. 14 Economy, No. 5 and No. 6 Excel, Foos Scientific Mills, No. 2 "Triumph," 2 No. 7 Sullivan, etc.

Attrition Feed Grinding Mills:—16, 20, 24, and 30 inch "Monarch"; 18 "Modern Special"; 30 inch "American"; 16, 19 and 24 inch Foos; 24 inch "Unique."

Single Roller Mills:—9x18 and 9x24 "Noye"; 9x18 "Odell"; 9x12 "Case"; 10x24 and 12x24 "Downtown"; 12x30 Allis.

Double Roller Mills:—All Sizes and Makes.

Separators, Oat Clippers, Scourers, Dust Collectors, and Everything for Flour Mills, Feed Mills and Elevators.

Elevator Belts with Buckets Attached, at Extremely Low Prices—in either Cotton, Rubber or Canvas—Stitched Belt with "Salem" Steel Grain or Steel Corn Buckets Attached.

Address Dept. Q for "Gump's Bargain" Book, giving complete list of all Machinery, Belting, Pulleys, Shaftings, Elevator Belting, Buckets, etc., with Net Prices. Mailed Free on Request.

Est. 1872.

Inc. 1901.

B. F. GUMP CO., 431-437 So. Clinton St.

Chicago,

Illinois.

MACHINES FOR SALE.

FOR SALE—One new Richardson oats separator, No. 5. Will sell at a bargain; this machine has never been uncrated. Address A. Schlientz, Brookville, Ohio.

FOR SALE—One 12" Robinson Attrition Mill, used one year, good as new. New Sealing Rings and Grinding Plates. Price \$100.00.

One Victor Combined Sheller and Cleaner, mill size \$35.00.

One 24" Monarch French Stone Buhr Mill and elvtr. in perfect condition, \$100.00. D. O. Friend, Brighton, Iowa.

DYNAMOS—MOTORS.

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamos—Motors" columns of the Grain Dealers Journal, Chicago.

WE HAVE the largest stock of second-hand electric motors and generators in America and buy and sell, rent, exchange and repair electrical machinery of all kinds. Send for our "Monthly Bargain Sheet," showing complete stock with net prices. All machines guaranteed in good order.

GREGORY ELECTRIC CO.
CHICAGO, ILLINOIS

MACHINES WANTED.

WANTED—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

BUILDING MATERIAL.

FOR SALE—All oak and white pine timbers, cribbing and flooring from Rock Island elevator, 13th st. and Chicago River, Chicago, now being wrecked. Bargains in carload lots. Ruel Wrecking Co., 7337 Stony Island ave., Chicago.

Any Weight

of grain up to 100,000 pounds is reduced to bushels by Clark's Decimal Grain Values, which also shows the value of any number of pounds in dollars and cents. Price \$5.00.

Grain Dealers Journal
CHICAGO - ILLINOIS

DO IT NOW

GRAIN DEALERS JOURNAL

La Salle St., Chicago, Ill.

Gentlemen:—Enclosed find One Dollar and Fifty Cents for which please send the Grain Dealers Journal on the 10th and 25th of each month for one year to

Name of firm.....

Capacity of Elevator Post Office.....

.....bus. State.....

SEEDS FOR SALE—WANTED

GRAIN WANTED.

IF YOU WISH to get in touch with a large number of dealers who have grain of all kinds for sale, insert an advertisement in the "Grain Wanted" columns of the Grain Dealers Journal, Chicago.

HAY WANTED—FOR SALE.

HAY AND GRAIN WANTED.

Wanted all grades Wheat, Corn, Oats, Hay, Straw, Milling Buckwheat, Bran, Middlings, Reddog, Potatoes, Cabbage, Onions and Apples. C. T. HAMILTON, New Castle, Pa.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

GRAIN FOR SALE.

GERMAN MILLET is our specialty and we are now in position to supply your trade with car lots or less; sample on request. D. H. Clark, Galt, Mo.

We Buy and Sell

Wheat Screenings, Cane Seed, Salvage Wheat and Kaffir Corn. Write or wire for prices.

HENRY LICHTIG GRAIN CO., Kansas City, Mo.

THE ILLINOIS SEED CO., Chicago, Ill.

WE BUY AND SELL

TIMOTHY, RED, WHITE, ALSYKE AND ALFALFA CLOVERS, RED TOP, MILLETS BLUE GRASS, SEED GRAIN.

Ask for Prices. Mail Samples for Bids.

Crabbs, Reynolds, Taylor Co.

Crawfordsville, Ind.

WE BUY WE SELL **CLOVER SEED**

Write Us

SEEDS

Grain, Clover and Grass Seeds,

CHAS. E. PRUNTY,

7, 9 and 11 South Main St. SAINT LOUIS

WE ARE BUYERS OF

RED CLOVER, TIMOTHY and RED TOP

Hackney, Broyles & Lackey Co.
KNOXVILLE, TENN.

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio

Can You Offer

**CANE, MILLET,
CLOVER, POPCORN**

Send Samples

J. G. Peppard Seed Co.
Kansas City, - Missouri

RED CLOVER 171
ALFALFA BROADWAY
DWARF E. RAPE NEW YORK
WHITE CLOVER
ALSYKE
NATURAL GRASS
ENGLISH RYE
RED FESCUE

I. L. RADWANER

Representative of
R. LIEFMANN SONS, Succ.

HAMBURG



OUR
DAILY
LETTER, FREE

CONSIGNMENTS
AND FUTURES



WE ARE BUYERS
of

**Timothy
Clovers
Millets
Flax, etc.**

SEEDS

Send Samples for Prices

TIMOTHY
our Specialty

MINNEAPOLIS SEED CO.

MINNEAPOLIS, MINN.

Certain Departments

in this number of the GRAIN DEALERS JOURNAL are especially interesting. After you have read them, consider carefully whether you are not better off with the twenty-four numbers of the Journal, on your desk, or the dollar and fifty cents in your pocket.

Prompt or for Import

Clover
Grass
Field **SEEDS**

Loewith Larsen & Co.

150 Nassau St., New York

BUY OUR CELEBRATED Badger Brand



TRADE MARK REGISTERED.

Selected Seeds

L. TEWELES & CO.

Established 1865

MILWAUKEE, WISCONSIN

Grass and Field Seeds

OUR SPECIALTY: Red, White and Alsike Clover, Timothy and Alfalfa Seed. Also Wisconsin Dried Peas.

SEND US YOUR SAMPLES

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

SUNFLOWER SEED in car lots or less.
Eberts Grain Co., Nabb, Ind.

SOY BEANS—400 bushels of Medium Yellow Soy Beans for sale at \$1.50, in 100 bushel lots. E. G. Lewis, Media, Ill.

CLOVER SEED wanted. Have buyers for car lots or less, clover. Mail samples and offers. G. S. Mann, Postal Tele. Bldg., Chicago, Ill.

SEED CORN FOR SALE, either straight or mixed cars, sacked or in bulk. Get our prices before placing your order. Vermillion Seed Co., Vermillion, S. Dak.

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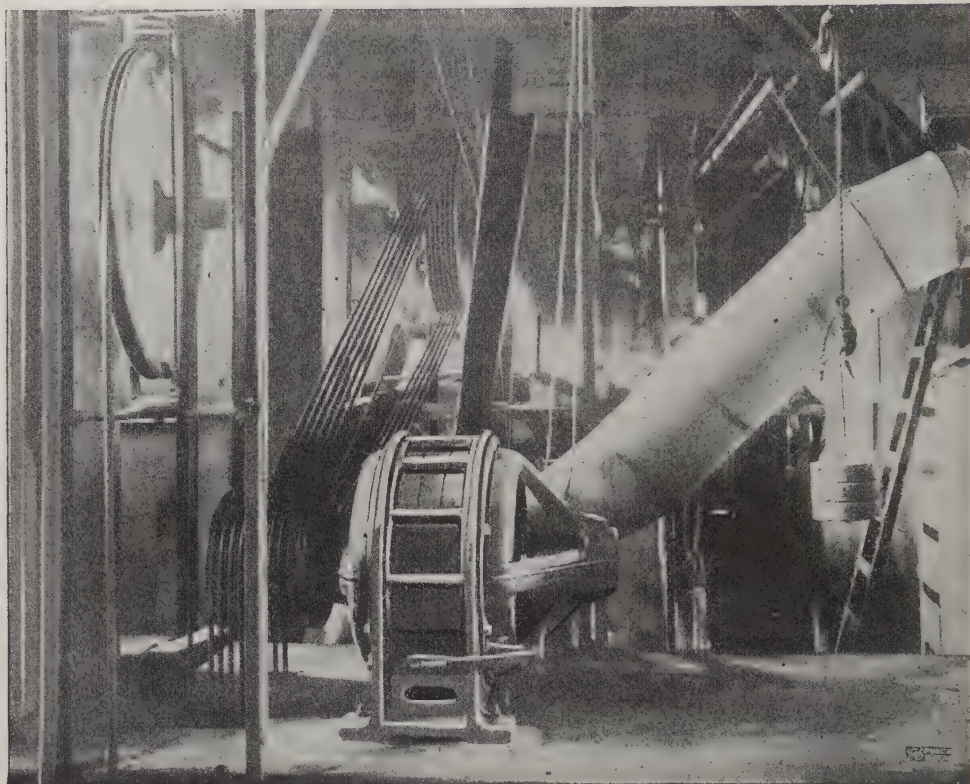
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For Texas, Oklahoma and Arizona business refer to Southwest General Electric Company (formerly Hobson Electric Co.), Dallas, El Paso, Houston and Oklahoma City. For Canadian business refer to Canadian General Electric Company, Ltd., Toronto, Ont.

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THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, crop and leaking in transit reports are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, ILL., DECEMBER 10, 1913

OUR REPORT of the Cedar Rapids meeting of grain dealers on page 858 contains much information worthy the careful consideration of every one identified with the grain trade.

TELEGRAPH COMPANIES have had their business cut into so extensively by the long-distance telephone, that it is not practicable for them to employ efficient operators at small country stations; consequently, the service at many small towns is very unreliable and is directly responsible for many expensive delays and mistakes. So long as the patrons of the telegraph companies will tolerate such service it will be rendered.

IF IT BECOMES necessary, under Government regulation of the grading of grain, for country elevator men to buy all grain strictly on grade, they will need at least 100 bins in order to keep separate all the different grades. If they are unable to mix the different grades for shipment across state lines, it will be necessary for them to put in extensive cleaning plants or else keep the grain of some grades for years until they have accumulated a carload. No doubt that technical autocrat formerly connected with the agricultural department, Dr. Wiley, would forbid the marketing of mixed products, even tho nature had so produced them. It is not practical to apply the Pure Food and Drugs act to the marketing of grain.

SEVERAL roads which have been using burlap for cooping cars for grain are now using Kraft paper instead and getting very satisfactory results at much less cost than formerly. Liners of any kind have proved a good investment.

COUNTRY BUYERS who take more than the legal number of pounds per bushel of grain, owe it to themselves to take the precaution to specify in their contract with the sellers, or on the face of the check given in payment for the grain, that the price is for a given number of pounds; it is not necessary to make any mention of "bushel." Many Indiana grain dealers have been buying corn on the basis of a stipulated number of pounds which is changed as the corn dries out.

SHIPPERs ought to instruct their banks to forward B/L direct to destination. Many cars have been long delayed at some points because of the non-arrival of B/L. The consignee did not learn of shipment and oftentimes could not obtain possession of it, when he did learn of it without B/L. This is especially necessary in the case of corn as a few days' delay in the unloading of new corn may result in its heating. It is just as necessary to get the B/L forwarded promptly as it is to get the grain forwarded promptly. Get after your banker.

CLAIMS must now be presented to the railroad company *within four months* or the claimant will have little prospect of collecting. The Court of Last Resort has upheld the four months' clause in the B/L and most of the railroads are now taking advantage of the decision to refuse to give any consideration, even to just claims, when they are not filed within the prescribed time limit. Texas gives claimants two years in which to present their claims. If the shipping public is able to obtain an extension of time to one year, more of the claims will be presented in legal form before expiration of the time limit.

CORN BUYERS who persist in buying corn as corn encourage farmers to leave their grain lying on the ground, or in uncovered piles or cribs. The slack methods of the grain buyer have schooled the farmer to rank carelessness in caring for his crop. When he discovers that his care of his crop and the condition in which he takes it to market have any influence on the price, he will change his practice. The time to use a moisture tester to advantage is before purchasing a crop; let the farmer see exactly how much water he is delivering, buy it on the basis of dry content. Any one will admit the folly of buying a gold brick and afterwards testing it to see whether or not it contains any of that metal. The grain dealer's practice of buying corn and testing only when he gets ready to ship is just as foolish.

ILLINOIS elevator men, like those of Indiana who charge for the storage of grain, must soon conduct their business according to the rules and regulations of the State Public Utilities Commission. The one easy way out of the difficulty is to refuse to store grain for any one, either without or with a charge.

THE INTERSTATE HAY CO. and Johnson & Son of Goshen, Ind., seem to have preyed upon enough shippers of hay to have justified the indictment of their managers for using the United States mails to defraud. Shippers who suffered at their hands owe it to the trade to report full particulars to the U. S. District Attorney at Indianapolis and help to secure their conviction.

SO MANY city scales have been found to be weighing against those who purchase the farmer's produce over them that comparatively few grain dealers now feel safe in accepting the city scale weights without again weighing the grain over their own scales. It is much cheaper to keep a vigilant lookout for over weights than to attempt to collect for the loss from the farmer or city weighman.

SHIPPERs who believe that the grain of any market is tightened up on a rising price, owe it to the trade to compare notes through some association or publication and, when convincing proof is prepared, demand a reform of the practice. So long as the charges of tightening of grades by the inspector are not thoroly supported by convincing evidence, the complainants cannot expect every one to believe their charges, or to gain any change in the practice.

RINGING RESOLUTIONS against deductions from claims for natural shrinkage of grain in transit were adopted at the meeting of representative shippers in Chicago this week and presented to the Central Freight Ass'n. The common law requires the railroad company to deliver at destination the freight received at the point of origin, and if the railroad companies are not disposed to credit or accept the weights of elevator men, it is their duty to have the scales inspected and to instruct employes to witness the weighing of grain, in order that they may obtain at first hand reliable information as to whether or not the weights are correct. The shippers believe the weights to be right, but if anything else can be done other than what they are doing to insure accurate weights, the shippers will gladly co-operate with the railroads to that end. The railroad officials have long indulged in unsupported statements regarding the unreliability of shippers' weights. The time has come when it behooves them to insure clean Bs/L and to accept shippers' weights or prove the inaccuracy of the scales.

"CROP MOVEMENT" is the name of a new department starting in this number, in which we will hereafter strive to give in as concise form as possible information regarding the movement of grain to and from country stations as well as central markets. Any contributions or suggestions our readers have to offer from time to time will be most welcome.

"REASONABLE" is a word which must necessarily convey a different meaning to different men. It has long been recognized as the most objectionable, indefinite and elastic word ever used in describing grain, yet, to the horror and consternation of all earnest champions of uniform grades, some central markets actually continue to use this indefinite word in their rules describing the grades.

LADORA, IOWA, is said to present all of the ridiculous features ever known to fighters in a country grain market. The Farmers' Elevator seems to have been carefully, honestly and efficiently managed, yet other farmers, jealous of the successful institution, are scooping grain on an eighth of a cent per bushel margin. Both organizations are selling lumber, furniture, coal cement and general merchandise, and each striving determinedly to drive the other out of business. Everyone admits that such practices are short sighted and profitless, but still selfish people persist in distributing their working capital among their patrons in the hope of eventually monopolizing the market.

SHIPPERS of corn to terminal markets which tolerate the practice of re-inspecting grain upon its arrival at elevator, should take the precaution to refuse to permit their corn to be sold subject to such delay, as much of it is very likely to get out of condition before it is unloaded. Buyers who delay unloading corn at their own cost will see to it that it is not delayed, but it is natural that they will not take an active interest in hurrying the unloading of corn when the shipper has guaranteed the quality until it is unloaded. Many markets now have a rule allowing until noon of the following day for re-inspection, and that seems to be sufficient.

GRAIN SHIPPERS will be pleased to know that the C. & N. W., the C. M. & St. P. and the Soo Line will, after January 1st, cancel all rules requiring the payment of track storage in addition to the demurrage charges for cars detained on team tracks. This double taxation has met with so much opposition that the railroads have finally decided to be satisfied with the usual demurrage charge. Country shippers who experience difficulty in collecting for the full amount of grain in cars to be unloaded on team tracks, may regret this change because the longer the cars are held on team tracks, the greater is the chance for pilfering thieves to help themselves to the grain.

FALSE BILLING of corn, either through intention or carelessness, is very likely to get shippers into considerable trouble as the Hepburn act provided a fine of \$5,000 for under-billing any commodity in such a way as to permit the obtaining of a lower rate than the legal rate on the commodity. A Memphis grain firm has recently been indicted for such false billing, notwithstanding that its members maintain that there was no intent to defraud the railroad. If it is proved that the shipper profited by under-billing, the Government can assess him \$5,000 and imprison him, but if it has been proved that the railroad, by misrepresenting rates to shippers, has misled and put them to great loss, the railroad is assessed the magnificent sum of \$250. Evidently the guardians of the shippers' interests were sound asleep when these two inequitable fines were written into the law.

SHIPPERS who dislike to pester railroad claim agents in order to obtain payment of claims for amounts rightly due them, can profit by the experience of an Illinois shipper who is now using the time he formerly wasted in vain efforts to collect for shortages, by supervising carefully the cooping and loading of his cars before billing out. While greater care in the preparation of a shipment will, no doubt, reduce the number of claims and the labor necessary to collect them, still, a much greater percentage of the claims would be paid, and paid promptly, if shippers would prepare their papers properly and prove their claim to the satisfaction of the claim agent in their first letter. When it becomes necessary for the claim agent to write back to the claimant for papers to authenticate his claim, it puts him to labor, which should be unnecessary and causes a delay for which no one is to blame but the claimant.

SOME Central Freight Ass'n roads are treating corn as ordinary freight, whereas new corn should be billed as "*perishable*" freight. The Indianapolis Board of Trade has printed a number of placards bearing the words "NEW CORN, RUSH." The new corn in many sections contains so much moisture that it cannot be safely entrusted to box cars for an indefinite period as it is very likely to get hot and out of condition. Reports from southern Indiana are to the effect that much corn was frostbitten, all of it is sappy, and that the cribs of farmers who have hastily husked it are steaming and stinking to high heaven. Evidently, this year's corn crop contains much grief for hasty shippers as well as hasty farmers. If it will not stand cribbing in the ear, surely it will not stand shipment in a closed box car after it is shelled. Some Illinois farmers have quit husking because the cribbed corn was smoking hot. If it has not cured in the field it will not cure in the cribs during such weather as predominated during the last month.

Railroad Notice to Move Off.

Elevator owners whose buildings are located on ground leased of a railroad, and especially grain dealers whose plants are located on the right-of-way of the C. R. I. & P. R. R. will be deeply interested in the query of an Iowa dealer in the "Asked-Answered" column in this number, asking what he can do about it. The railroad has given him 30 days in which to move his elevator off its right-of-way, in order that it may lease the ground to another and have an elevator built on the site. As the shipments from that station are hardly enough to support one house, the owner did not feel like moving his elevator to his own ground and building a side track; hence the action of the railroad company seems to be nothing more than a confiscation. It brings to light one more objection to building elevators on ground leased from a railroad.

During recent years several grain firms have suffered great loss through the destruction of their houses by trains which jumped the track, yet none of them have been able to recover the full amount of their loss.

Many elevators have been burned as the result of sparks emitted from passing locomotives, and seldom do the railroads offer to pay any towards the loss when the house is located on their right-of-way; but if the elevator is located on the owner's ground, the claim agent is at the office the next morning tendering settlement.

The many advances in rentals made in recent years by the railroads for ground leases is another objection to building houses on their ground, and thus placing the shipper under any obligations whatever to the company. The grain dealer who builds his own ground is master of his own property and can generally manage it much more to his own interest. Railroad interference, or dictation, is neither profitable or desirable.

COUNTRY ELEVATOR MEN must give more careful attention to the loading of their grain else they will lose heavily owing to its misgrading. One Iowa shipper, quoted in our report of the Cedar Rapids meeting, inadvertently permitted twenty bushels of dirty wheat to be put on top of a shipment, and suffered a heavy loss on all his good wheat by reason of the dirt. His loss on that one shipment would have paid for a good fanning mill or, at least, for a mill good enough to mix the grain thoroly and bring it up to uniform quality, even though it did not remove all of the dirt. Shippers who wish to smile at the inspector's excuse for grading of wheat down, may do so, but that will not save them from loss on shipments similarly loaded. The only safe way is to avoid giving the inspector the opportunity to indulge his carelessness.

Contracts for Future Delivery Are Valid.

The recent decision by the Supreme Court of Wisconsin against the Kassuba Commission Co., denying recovery of commissions and losses on sales of grain for future delivery for the account of Horace Blodgett, appears to be directly opposed to the decision of the same court in the earlier case of *E. W. Wagner v. Engel-Millar Co.*, wherein the validity of Board of Trade transactions was strictly upheld.

Brushing legal technicalities aside, the transactions in both of these suits were identical and the decision naturally comes as a shock to brokers having only newspaper reports upon which to base their opinions. As the courts have uniformly upheld the legality of exchange trading, it is felt that the court has made a mistake.

A close reading of both decisions, however, shows that the court while deciding against the Kassuba Commission Co. did in fact uphold the legality of Board of Trade dealings, as in the earlier *Wagner* decision.

Quoting the court: "In the *Wagner* case, both Mr. Wagner and his manager testified that while the purchases were margin transactions, there was an actual intent to deliver the corn purchased in each case, that deliveries were expected to be made by warehouse receipts representing corn actually stored in elevators; that had the selling order not been received, warehouse certificates for the 20,000 bus. would have been delivered in May."

In both cases the customer alleged he was gambling. In both cases the broker claimed actual delivery was intended. In both cases the court held the question of the intent of the broker was a question for the jury to decide upon the facts. In the *Wagner* case his attorneys, himself and his manager presented a sufficient preponderance of fact to convince the jury that so far as the broker was concerned there was the intention to deliver. Those familiar with Mr. Wagner's business will agree that the jury took the correct view of the case.

In the *Kassuba* case the court and the jury found "That altho defendant did not inform plaintiff that he intended to gamble, plaintiff from the facts and circumstances must have had actual knowledge that the defendant, by and in such transactions with it as aforesaid, in fact intended to gamble and that the defendant did not intend to receive or deliver the grain but intended merely to settle for the difference between the contract and the market price of the grain contracted for."

In the *Kassuba* case the Supreme Court expressly states that the validity of the contract was not the only question, and that the contract between the broker and his client may be invalid for other reasons than the gambling nature of the contract.

Brokers who expect to recover at law their just claims growing out of Board of Trade transactions can not hope to succeed in convincing the jury and court, who have no practical knowledge of such transactions, that their intentions were to make actual delivery, unless they present evidence of their practice to make such delivery, and that they had made delivery on the contracts of other clients. The customer has only his bare assertion that he was gambling, an assertion that can easily be overcome by the broker's attorney presenting a sufficient volume of preponderating testimony to show that the broker had no knowledge of such gambling purpose and intended to make delivery.

The G. D. N. A. Plan for Federal Supervision.

The consensus of opinion at the G. D. N. A. conference at Chicago this week was that the federal government should supervise the grain inspection departments, instead of attempting to supervise the actual inspection. The plan is essentially the same as that adopted by the government in regulating interstate railways. In fact, the analogy is so close that the success of federal supervision of the carriers offers good reason for predicting equal success for federal supervision of grain inspection.

The simplicity of the G. D. N. A. plan should win for it the hearty support of the grain trade, and it is hard to see what objection can be offered against it by the Washington authorities. It will relieve the government from the necessity of employing a large force of supervisors. It will avoid the conflict between state and federal authority. It will produce a strong feeling of co-operation between the federal supervisors and the board of trade or state inspection departments; it should bring about an earnest desire on the part of all to maintain uniformity in the application of the government standards. Friction and antagonism seems certain to develop should the government attempt the actual work of inspecting.

The details of the bill that will establish government supervision will be wrought out in hot struggles between the various interests at Washington. The Legislative Com'te has before it no enviable task. It will be fought honestly and dishonestly. It will be branded as an insidious lobby. It is difficult for the individual grain dealer to realize what the drafting and enactment of a national law mean. He should remember that the Legislative Com'te is working with night and main to obtain what every honest grain dealer, whether a buyer or a seller, desires; and when the law is on the statute books, he should not quibble about its details. If it makes possible uniformity in grain inspection, it will establish the great reform for which the grain trade has been struggling many years.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to *Grain Dealers Journal*, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. & N. W. 83832 passed thru Celina, O., via C. N., southbound, Dec. 5, leaking badly at doors.—E. M. Dull, mgr. Model Mlg. Co.

C., M. & St. P. 15866 loaded with mixed corn, Dec. 5, got off track in Hartley, Ia., yards, end of car was knocked out, and 200 to 300 bus. spilled over siding.—C. H. Betts.

C., M. & St. P. 47748 in the mix-up, was seen Dec. 5, at Hartley, Ia., leaking wheat a little over the wheels at side of car.—C. H. Betts.

P. R. R. 53273 was seen at Hartley, Ia., Dec. 5, a trifle sprung at side and a little wheat ran out. I fixed this car by stuffing in a sack and nailing.—C. H. Betts.

C. & A. 17188 passed thru Fancy Prairie, Ill., Dec. 3, southbound, leaking barley and oats.—Fancy Prairie Grain & Coal Co.

C., R. I. & P. 52098 passed thru Modale, Ia., southbound, Dec. 3, leaking yellow corn badly at drawbar; seal 4727. Train men tried to repair.—W. M. Sharpnack, of Sharpnack & Co.

O.-W. R. R. & N. 7059, eastbound, was set out at German Valley, Ill., Dec. 1, with drawbar pulled out. According to level of corn in car, it lost from 50 bus. to 60 bus. new yellow corn; perhaps 2/3 was gathered up by section crew who worked all day repairing car so that it could be pulled by rear of train; other end of car very weak and leaking also.—T. J. Cordes, mgr. H. A. Hillmer Co.

M. C. 45305 was seen, Dec. 1, leaking wheat, in Canton, S. D., yards. This car was billed from Dolton, S. D., to Sheldon, Ia. The sill under car, at side of trucks was split, and about 15 bus. blue stem wheat was spilled along track. Car repairer plugged split with sacks to stop leak.—H. E. Reed, agt. South Dakota Grain Co.

M. C. 49969 passed thru Fostoria, O., Dec. 1, leaking grain thru both doors. Car moving, no opportunity to make repairs; called Nickel Plate agent's attention to it.—Fostoria Grain Co., per A. T. Ward, mgr.

C. N. R. 71652 was seen, Nov. 6, leaking wheat at Warman, Sask.—N. W. F.

C. P. R. 135924 was seen, Oct. 20, leaking wheat, east of Regina, Sask.—N. W. F.

Twenty-one cars containing 22,000 bus. of wheat were wrecked at South Byron, N. Y., recently; all the grain was shoveled back by trainmen into 23 cars and, with the exception of 2 cars, went forward in good condition.—M. M.

Coming Conventions.

Dec. 17-19—Farmers Co-operative Grain Dealers Ass'n at Hotel Rome, Omaha, Neb.

Dec. 16-18—Farmers Co-op. Ass'n of S. D., Hotel Cataract, Sioux Falls, S. D.

Jan. 6-8—Washington Graingrowers, Millers & Shippers Ass'n at Pullman, Wash.

Jan. 15-16—Council of Grain Exchanges at Chicago, Ill.

Feb. 4-6—Farmers Grain Dealers Ass'n of Minn., Hotel West, Minneapolis.

Feb. 17-19—Illinois Farmers Grain Dealers Ass'n at Ottawa, Ill.

February—Iowa Farmers Grain Dealers Ass'n will hold its mid-February meeting at Waterloo, Ia.

June 2-3—Illinois Grain Dealers Ass'n at Cairo, Ill.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Is Moisture Same in Cob and Kernel?

Grain Dealers Journal: Should the moisture content of the cob and kernel of an ear of corn be the same?—G. S.

Ans.: When an ear of corn from the field is hung up to dry the kernels dry first, giving them a loose appearance on the cob. Later the cob dries out and the kernels tighten on the cob. Thus the percentage of moisture in the early part of the crop year when new corn begins to move is greater in the cob than in the kernel. Later, in summer, when the entire ear has dried out, the opposite is true, the kernel then containing more moisture than the cob.

Tests made at the Decatur, Ill., grain standardization laboratory of the Bureau of Plant Industry of the U. S. Dept. of Agriculture, show that the cob averages more moisture than kernel during the greater part of the year, as follows:

Month.	PERCENTAGE OF MOISTURE IN COB AND KERNEL.		
	No. of samples.	Percentage of Kernels.	Percentage of Cobs.
January	700	19.5	23.4
February	733	19.3	22.2
March	743	18.1	18.4
April	728	17.0	16.3
May	552	16.7	15.3
June	673	13.5	10.6
July	186	13.2	10.3
August	211	12.2	9.1
September	35	12.8	...
October	200	13.0	10.7
November	921	20.5	29.6
December	480	19.9	26.5
Average .....	...	17.6	19.7

What Must Elevator Man Do?

Grain Dealers Journal: I bot a warehouse at West Branch, Ia., from Wm. Maris. The building is on ground leased from the C., R. I. & P. R. R. Mr. Maris assigned his lease to me. A few days ago I received the following notice:

Chicago, Dec. 1, 1913.

To Joseph Schonborn,
Centerdale, Iowa.

If you have any interest in that certain warehouse building and property which are situated upon Lots Three (3) and Four (4) of the station grounds of the Chicago, Rock Island & Pacific Railway Company at West Branch, Iowa, you are hereby notified to immediately remove the said warehouse building and property from the property of said Railway Company within thirty (30) days from the date of the service of this notice; and if not so removed on or before the expiration of said thirty (30) days, the said Railway Company will take possession of the said warehouse and property, and make such disposition of same as shall be necessary to secure the removal thereof from its property.

THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY,

By Thomas Newkirk,
Real Estate and Tax Agent.

In view of the information above given, I wish to be advised as to what my rights are.

If this high-handed method is legal it is most certainly a glaring notice to all C., R. I. & P. leaseholders that their rights are as a snowball before a midsummer sun.

It matters not whether you have been a lifelong friend or not. If your ground lease is desired by some one else, you are

given 30 days' notice to get your buildings out of the way.

Railroads clamor for protection and reciprocity from the grain trade. Does such action as they have taken in my case warrant any friendly feeling?

If railroads can thus legally confiscate a man's property it is highly important to the grain trade that our laws be changed. —Joseph Schonborn, Centerdale, Ia.

No Charge Without Service.

Grain Dealers Journal: We shipped a car of wheat thru a terminal market, and at destination the purchaser's scales were out of order, but he offered to take our weights in settlement. Our commission firm charged us for weighing this car when it was not weighed. Is this right? —J. A. Gilbert, Waco, Neb.

Ans.: Probably the charge is due to an inadvertence of a clerk in the office of the commission firm. As cars almost invariably have the weighing charge the clerk probably added the charge to the other expenses purely thru force of habit, and it will be canceled when the attention of the firm is called to the error. No charge can be made for service not performed.

Prosecute Dishonest Farmer.

Grain Dealers Journal: I bot 50 bus. of timothy seed from a farmer, with the understanding that it was to be delivered in a few weeks. I also advanced \$15 on the seed, but have no written contract. He now refuses to deliver the seed. Is the man guilty of getting money under false pretenses? He is judgment proof and my only hope is that he can be prosecuted for getting money under false pretenses. What is the proper course for me to pursue?—R. L. J.

Ans.: Grain buyers in the city and nearby towns should be promptly notified that the individual named solicits advances on his crops and refuses to fulfill contract, so they can refuse to make advances and escape being made victims in turn. A prosecution for obtaining money under false pretences will effectively advertise the dishonest farmer as one with whom no one can afford to have dealings. The dealer owes it to his community to expose the tricksters. By writing on face of your check "First payment on fifty bus. timothy at — per bushel" you force the seller to admit the contract in writing when he endorses check to get money.

Carrier Must Pay Claim.

Grain Dealers Journal: We made claim against our railway company for shortage in weight on a car of barley from Wabasha to Chicago, in amount of 650 lbs., with no leakage or defect in car apparent. The car was weighed accurately at Wabasha over a Richardson Automatic Scale and the return weight at Chicago shows 650 lbs. less than our weight. The railway company has refused payment on the ground that investigation developed the fact that the car arrived at destination in the same condition as it was shipped, with no evidence of leakage or defects. The freight on this car was collected on 90 lbs. less than our Wabasha weight as shown on freight bill.

Are we entitled to reclamation on basis of Wabasha weight or on the weight as shown on their freight bill? The Wabasha weight of this particular car was 58000 lbs. with freight charged on 57910 lbs.—R. E. Jones Co., Wabasha, Minn.

Ans.: On a showing that car was weighed accurately at point of origin shipper is entitled to settlement from the carrier for the full amount loaded. Destination weights have little bearing on the question as they never show how much

was lost in transit or at unloading point. Carriers would like to settle on basis of weight at destination because then they never would have to pay for any grain lost in transit. Read account of meeting of grain dealers at Chicago, Dec. 9, published elsewhere in this number of the Journal, under the caption "Grain Dealers Demand Clean B/L without Deduction."

Can Leakage Claims Be Collected?

Grain Dealers Journal: We have always been able to collect our claims on grain when falling short of billed weights, whether cars show leak or not. We have sometimes had to bring suit, but always obtained settlement before same came to trial. We would like to know if claims can still be collected whether leak is shown or not.—F. & L.

MEETING OF THE G. D. N. A. DIRECTORS.

During the conference of delegates appointed by the different grain exchanges and shippers associations to meet with the legislative committee of the Grain Dealers National Ass'n at Chicago this week, the Directors of the National Ass'n held a meeting and decided to hold the next annual meeting of the Association in Kansas City next October.

The Directors were much surprised to receive the resignation of Sec'y John F. Courcier, who has served the association in this capacity for eight years. J. W. McCord of Columbus was appointed Sec'y of the Ass'n pro tem.

At a meeting on Tuesday afternoon the Directory elected Charles Quinn secretary and Arthur W. Gratot assistant secretary. Both men have long been identified with Mr. Courcier in handling the work of the Ass'n and will be able to carry on the work without interruption.

GRAIN FIRM INDICTED FOR False Billing.

Albert C. Roberts, pres.; Geo. J. Hamner, vice pres., and Joseph Wheat, sec'y-treas., of the Roberts & Hamner Grain Co., Memphis, Tenn., were indicted by the federal grand jury Nov. 28, on 9 charges of violating the Hepburn Interstate Commerce Act, by false billing of shipments of grain from St. Louis thru Memphis to southern points.

The thru rate from East St. Louis to Meridian on grain to be milled at Memphis is 14½ cents per 100 pounds. The rate between East St. Louis and Memphis on the grain intended for thru shipment after it is ground is 7 cents. The local rate from Memphis to Meridian, however, is 12½ cents, unless it is a part of a thru shipment.

It is alleged in the indictment that the Roberts & Hamner Co. used the expense bills on the shipments from East St. Louis to Memphis to apply on local shipments which contained no part of the original grain from East St. Louis, and by the transaction saved 5 cents per 100 pounds on chops to Meridian, Miss.

Yellow corn, it is alleged, was shipped as mixed corn, and corn originating at some other point than East St. Louis was sent on to Meridian on the St. Louis billing.

Mr. Hamner is very much surprised at the indictments, as he believes the firm always complied with the regulations of the Interstate Commerce Commission and some of the practices objected to have been followed by other dealers and at other cities.

Letters From Dealers

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Quick Delivery and Sale of Grain.

Grain Dealers Journal: We hear so much about slow movement of freight by the railroads that we feel it is but justice to the railroads that commendation be given when extraordinary despatch is made. On Dec. 2nd we shipped 11 cars of corn to Buffalo, the train on which these cars moved having left Fostoria at 3:30 p. m. The cars arrived in Buffalo the following day at 12:40, were inspected and sold by W. G. Heathfield & Co. within 3 hours from the time of their arrival, so that in about 26 hours from the time cars left Fostoria they had reached Buffalo, had been inspected and sold. It seems to us this is something of a record. It's 274 miles from Fostoria to Buffalo.—The Fostoria Grain Co., A. Ward, Mgr., Fostoria, O.

Another Complaint of Unfairness.

Grain Dealers Journal: The Interstate Hay Co. of Goshen, Ind., bot hay from me and promised to pay drafts on arrival of cars at Atlanta, Ga. When the hay arrived the buyer informed me the hay was not up to grade, and asked that I turn the shipment over to it to handle for my account. I refused to release the drafts, so it attached one car of my hay. Finally I got control of my hay and the Interstate Hay Co. promised to pay all my expenses, but never paid me a cent.—G. F. Barrett, Pana, Ill.

Note: Mr. Johnson of the Interstate Hay Co. was recently indicted at Indianapolis for using the United States mails to defraud.

Protects Grain Shipments Against Poor Cooperage.

Grain Dealers Journal: It may interest you to know that I have very few claims to file against the railroads for loss of weight in transit. I believe that "an ounce of prevention is worth a pound of cure." Therefore, whenever a car is set at my elevator I always inspect the cooping carefully.

Many dealers trust the cooping of their cars to incompetent and inexperienced help who do not do the work properly. If the car shows poor lining I invariably nail burlap on the floor and up against the side of the car. The slight

cost of the burlap is as nothing compared to the loss sustained by losing grain in transit.—Geo. W. Brainerd, Darrow, Ill.

Took an Unfair Advantage.

Grain Dealers Journal: John T. Ryan's office safe at Burrows, Ind., was denuded of knobs last Saturday night by some crafty burglar.

Nothing was lost except John's temper and cost of repairs to the safe. I tried to help him locate his temper and he had it on straight when I left.

As a member of the children's class, also a member in (partly) good standing in the Veteran Traveling Grain Men's Soliciting Assn., whose thumb mark is also on record, I feel this new competition is taking unfair advantage of some of the older men in the union. I hardly know how I ought to meet him, if he sees me first. I have known John for years and have sometimes pried him away from a few cars of grain by using soft, gentle tones. Possibly I have been using wrong methods all these years and should have used a sledge, as members of the Handcar Traveling Men's Union did in this case. The Old Dog Tray business is a little shiny at the elbows, but here's where yours truly must learn new tricks.

When these new men work on the level, on the ground floor as it were, I'll take a chance, that's part of the grain business, but a man with wooden legs can't compete with a porch climber. Yours in trouble.—Charlie Knox, Toledo, O.

Illinois Elevator Men Storing for Pay Will Be Supervised.

Grain Dealers Journal: Concerning the effect of the Public Utilities Law upon the Country Grain Dealer, who stores grain for a compensation, whether the grain is kept separate or not.

If an Elevator or Storehouse stores grain for compensation, directly or indirectly, after the first day of January, 1914, it is subject to all of the provisions of the Public Utilities Law applicable thereto, the most important of which are as follows:

An annual accounting to the Public Utilities Commission.

Accounts subject to inspection of Commission and also to audit.

Uniform system of keeping accounts.

Private business may be inspected also.

Restricting right to issue stocks and bonds and indebtedness.

Restrictions on consolidation.

Regulations of rates, filing schedules therefor and posting same.

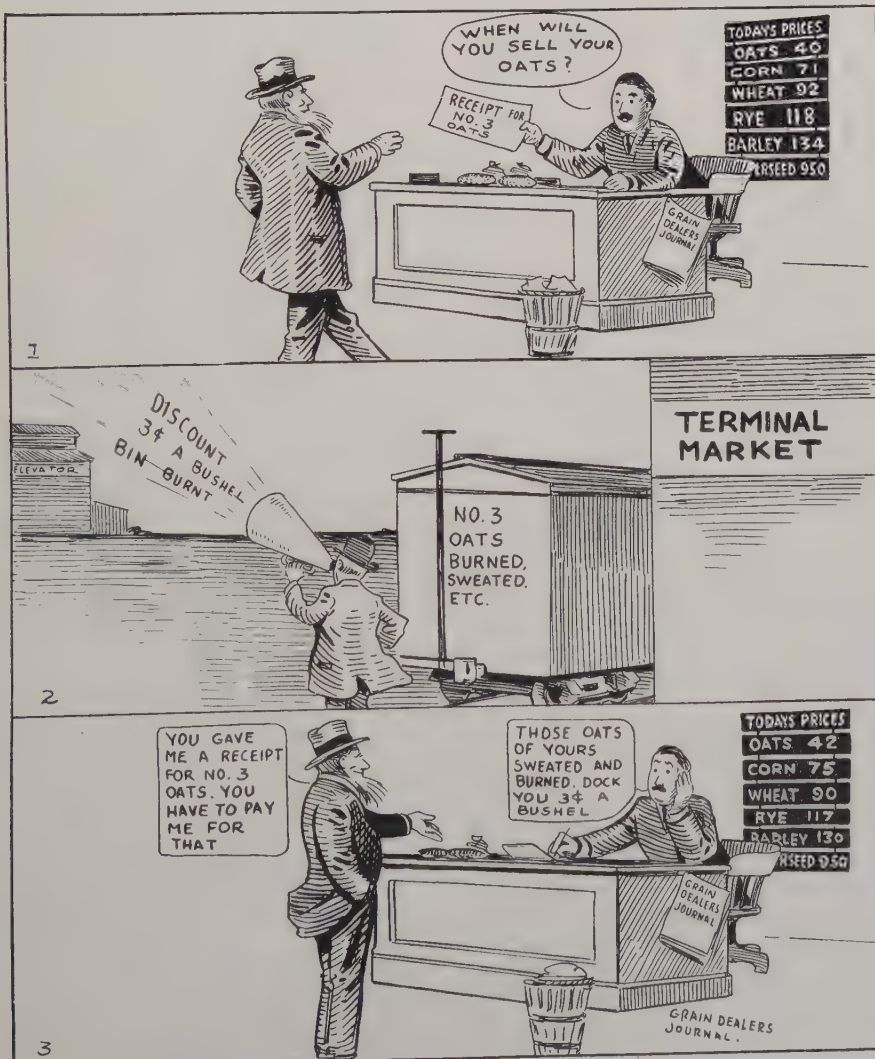
Discrimination prohibited.

Restriction on right to build new structures, etc.

Requiring reports of accidents happening at elevators.

From the foregoing it can be seen at a glance, that the Country Elevator must desist from storing grain for compensation by January 1, 1914, or else practically submit its business affairs to the control and management of the Public Utilities Commission. — Respectfully Submitted, William R. Bach, Attorney Illinois Grain Dealers Ass'n, Bloomington, Ill.

The handsomest calendar of the year bids fair to come, as usual, from the Sneath-Cunningham Company of Tiffin, Ohio. This calendar for 1914 is adorned with a beautiful three-color reproduction of Coffin's painting entitled "Graduation Day."



One of the Joys of Free Storage.

Crop Reports

Reports on the acreage, conditions and yield of grain and field seeds are always welcome.

ILLINOIS.

Timewell, Ill., Dec. 2.—Our corn fair quality but wet.—Wilson & Lewis.

Blue Mound, Ill., Nov. 26.—Corn averaged 35 bus.; all damp.—E. W. Crow & Co.

Broadmoor sta. (Bradford, p. o.), Ill., Dec. 5.—Corn about $\frac{1}{2}$ crop.—Rees & Powers.

Mt. Sterling, Ill., Dec. 2.—Corn $\frac{1}{2}$ crop; wheat looking fine; no bugs or fly.—Ed Pendleton.

Mt. Sterling, Ill., Dec. 2.—Corn fair quality; wheat fine; acreage increased 25%.—John Gaddis & Sons.

Eden, Ill., Dec. 3.—Have been here 7 years and this year's crop is the shortest we have had in that time.—C. F. Holt.

El Paso, Ill., Nov. 29.—Corn averaged 35 bus.; moisture content from 19% to 22%. Had one car new corn grade No. 3.—El Paso Elvtr. Co.

Adrian, Ill., Dec. 6.—Farmers are fall plowing; having spring weather; corn yield 50% last year's crop; quality good.—Adrian Elvtr. Co.

Adrian, Ill., Dec. 3.—Corn yield short; quality good; never saw as good a winter wheat prospect; fine start; still growing; large acreage sown.—C. E. Conn.

Nebo, Ill., Dec. 3.—Corn yield lightest in many years; all harvested; selling among farmers at 70c as it comes from the field.—F. A. Robinson, agt. Elmore & Lemmon.

Urbana, Ill., Dec. 1.—The following estimate is made from reports from 410 stations, in 55 counties, north of the Vandalia R. R., including the counties of Lawrence, Wabash and White, and excluding Cook, DuPage, Kane, McHenry and Lake. Wheat acreage increased to 134.12% over last year; condition of growing crop 97.76%; only 3 reports mentioned fly. Corn estimated yield 28.14 bus.; indicating crop of 297,600,000 bus. Quality runs from very poor, to good; condition of crop 80.05%; husking returns show 80.70% completed.—S. W. Strong, secy.

INDIANA.

Goodland, Ind., Nov. 25.—Corn fine quality.—Rich Bros.

Nappanee, Ind., Dec. 5.—Considerable corn thru this section but little oats.—Nappanee Produce Co.

Pierceton, Ind., Dec. 2.—Wheat looking good in this locality; corn good quality; about 75% last year's crop.—De Bolt & Niswonger.

La Fayette, Ind., Nov. 28.—Corn averaged 40 to 50 bus.; quality good; wheat condition never better; acreage increased 15 to 20%.—F. G. Heinmiller.

Indianapolis, Ind., Dec. 8.—Wheat reports continue encouraging and unless a sudden cold snap without snow hits Indiana the high promises of the past few days will be maintained. Few complaints of insufficient rainfall are received, plenty of rain being had in every section of the state. The unseasonable warm weather, however, is bringing increased complaints of fly in some sections but there is nothing to indicate that the pests are worse than usual or any particular damage is likely. Moderate weather continues and the young wheat promises to go into the winter in splendid condition. Absence of snow protection in case of sudden fall in temperature causes some foreboding because owing to the abundance of moisture the roots have not penetrated the soil as deeply as usual. The acreage in Indiana, as a whole, is greater than that of last year.—C. L.

Sec'y Riley of the Indiana Grain Dealers Ass'n has just completed a tour of the territory from Terre Haute north to Sheldon, Ill., and east to the Wabash River and a 30 mile strip this side of the Indiana-Illinois line south of the L., E. & W. road. He reports corn in bad condition; and light yield. He also declares that much ear corn is heating in the cribs. On the Illinois side of the line corn still standing was reported as rotting in the field; north of the L., E. & W. 65% of the corn is already in crib and there is little complaint of heating. Dealers have been shipping some out of that territory but report trouble in grading because of the excessive moisture. Mr. Riley also made another trip covering Marion, Madison, Delaware, Randolph, Grant, Cass, Howard, Tipton and Hamilton counties in Indiana and he reports corn in good condition in all of them. Practically all the corn is in the crib. Dealers are not receiving much because of the excessive moisture. Wheat everywhere, Mr. Riley says, never looked so well as it does this year. The acreage this year is 25% greater than last year. Some complaint of fly. Wheat is growing rapidly and is very tender; prospects are strictly first class.—C. L.

IOWA.

Lytton, Ia., Dec. 8.—Crops fairly good.—A. Schmidt & Son.

Modale, Ia., Dec. 6.—Corn all husked; fair crop.—Sharpnack & Co.

Traer, Ia., Dec. 3.—Corn quality good; averages 50 bus.—C. O. Hoff.

Tracy, Ia., Dec. 7.—Corn average 25 bus. Quality fair.—Hogate & Lyman.

Centerdale, Ia., Dec. 3.—Corn averages 50 bus.; quality fine.—J. Schonborn.

Ladora, Ia., Dec. 6.—Corn fair quality; averages 35 bus.—Ladora Lumber & Grain Co.

Fairfax, Ia., Dec. 4.—Corn light weight; yield 35 bus.—A. McClintock, mgr. Farmers Elvtr. Co.

Conroy, Ia., Dec. 5.—Corn good quality; yield 40 bus.—N. S. Mercer, mgr. Hilton Lbr. & Coal Co.

South Amana, Ia., Dec. 5.—Corn 2/3 crop; quality fine; practically no wheat sown here.—C. E. Ratzel.

Marengo, Ia., Dec. 3.—Corn yield $\frac{3}{4}$ crop; quality fair.—M. F. Green, mgr. Green Lbr. & Coal Co.

Wever, Ia., Dec. 3.—Corn yield $\frac{1}{2}$ crop; not eared out well and won't shell out in weight.—F. B. Mohnike.

Albia, Ia., Dec. 8.—Wheat looking fine; acreage largest ever known in this vicinity.—Moses Edwards & Sons.

Albia, Ia., Dec. 8.—Corn crop short on account drouth; quality poor on account dry rot.—Wilkin Grain Co.

Hedrick, Ia., Dec. 6.—Corn $\frac{3}{4}$ crop; quality fair; practically no wheat sown.—R. L. Jamison, mgr. Hedrick Grain Co.

North English, Ia., Dec. 5.—Corn averages 35 bus.; quality fair; need freezing weather.—S. R. Turner, mgr. J. L. Lutton & Co.

Walford, Ia., Dec. 4.—Corn averages 35 bus.; quality fine; practically no wheat raised here.—J. Jindrich, mgr. Farmers Elvtr. Co.

Hayesville, Ia., Dec. 6.—Corn yield poor; some fields making only 5 bus., others 25 bus.; was hurt by hail and drouth.—Bert Coe, agt. Neola Elvtr. Co.

Liscomb, Ia., Dec. 3.—Corn yield 50 to 60 bus.; never handled corn this time of year that was as good as it is this year; practically all I have shipped graded No. 3.—B. F. Vorhes.

KANSAS.

Hill City, Kan., Dec. 3.—Best wheat prospect in years; have had 2 inches of moisture in past 5 days and it all went into the ground; acreage larger than ever before; condition best it possibly could be; wheat pasture from now on, with favorable weather, will solve feed problem in this country this winter.—W. W. Justus, agt. Morrison Grain Co.

Topeka, Kan., Dec. 4.—Total yield winter wheat 72,139,699 bus.; spring wheat 318,352 bus.; total 72,458,051 bus. It is estimated 16% will be fed to live stock. Kansas raised more winter wheat than any other state by nearly 50%. Total corn yield 18,420,052 bus.; smallest yield since 1874; little if any commercial grades. Total oats yield 28,125,677 bus.; rye 568,383 bus.; barley 1,759,002 bus.; emmer (speltz) 7,092 bus. The National Dept. of Agriculture, which presumably has no particular bias in favor of our state, in its statements issued recently says Kansas raised 20% more wheat, about 29% more corn and 31% more oats, than is here indicated. While the government's figures appear inexplicably high their showing, which corresponds with those of other years, effectually disproves the claim occasionally advanced by tiresome carpers and pessimists that Kansas' figures are magnified for advertising purposes or for the benefit of interests inimical to producers. A much more justifiable criticism would be that Kansas' statistics are always too conservative. Acreage of fall wheat for 1913-14 crop largest ever sown; estimated at 8,580,000 acres; 11% more than in 1912; average condition 97% compared with 91% in 1912; highest average since 1900 when it was 99.7 on an acreage 60% less than this year's; season has been excellent for sowing; much was seeded under most promising conditions; Wabunsee and Lyon counties report "infested with Hessian fly" but no mention elsewhere; moisture ample; much is of rank growth, affording excellent pasturage. In recording the unusually large acreage it should be stated that some reporters mention that here and there are fields sown for pasture only, to be planted to some other crop in the spring. Should this aggregate any considerable amount, it would of course be misleading to base next year's probabilities on the acreage reported now, and it may require the 1914 assessors' returns to show just what proportion of the area represented pasture. There is the chance that such plans made in good faith this fall may be reversed by an exceptionally promising outlook next spring, leaving most, if not all the wheat sown, to mature.—F. D. Coburn, sec'y Kansas Dept. of Agriculture.

MICHIGAN.

Monroe, Mich., Dec. 1.—Growing crop could not be in better condition; acreage was small to begin with but condition is 110%.—Amendt Mlg. Co.

Lansing, Mich., Dec. 6.—Wheat condition 98% compared with 90% one year ago. Rye condition 96% against 92% in 1912.—Friedrick C. Martindale, Sec'y of State.

Pinckney, Mich., Nov. 30.—Beans are leading crop here; yield small this year; picking heavy; about 4/5 crop now in. Corn yield large but did not ripen good; oats yield good; acreage small; prospect for increased acreage in beans, oats and corn next year. Both elvtrs. have done a good business this year.—George Barie.

MINNESOTA.

Hancock, Minn., Dec. 1.—Corn large crop; averaged 50 bus.—Johnson & Smokstad.

Kenneth, Minn., Dec. 6.—New corn moisture test shows from 16% to 19%.—W. V. Willey, mgr. Farmers Elvtr. Co.

Welcome, Minn., Nov. 26.—More corn here this year on account of hogs dying with cholera.—Fred Stade, mgr. Farmers Elvtr. Co.

Viking, Minn., Dec. 1.—All grain average yield; quality best in years, especially wheat and oats.—A. F. Anderson, agt. Spaulding Elvtr. Co.

Breckenridge, Minn., Dec. 4.—We have had a nice business this season; have handled over 100,000 bus. grain to date and made a profit on it, but this was worst crop to handle that I have had in 18 years; extremely dirty; dockage averages over 4 lbs. per bu. on wheat. Had so much rain farmers could not stack or thresh; some wheat still in shocks; little plowing done; wheat yield 16 to 18 bus.; oats 40 bus.; barley 25 bus.; rye 15 bus.; corn 40 bus.—W. E. Heathcote, mgr. Farmers Elvtr. Co.

The Minnesota barley crop for 1913 broke all records; acreage 1,633,115 acres average yield 29.9 bus.; total yield 49,727,138 bus.; compared with an acreage of 1,490,000 acres and a yield of 42,018,000 bus. in 1912.—From statistics compiled by Fred D. Sherman, state com's'ner of immigration.

MISSOURI.

Braymer, Mo., Dec. 1.—Corn nothing extra here.—Else & Widmier.

Seneca, Mo., Nov. 29.—Wheat reported excellent quality; best in years; prospect for next year greatest ever seen in that section with increased acreage.—Henry H. Mace, Joplin.

Columbia, Mo., Nov. 30.—Missouri will harvest more than 1,000,000 bus. of corn per county; 114 counties making over 114,000,000 bus.; compared with 250,000,000 bus. harvested in 1912. Total wheat yield 35,000,000 bus.—T. C. Wilson, sec'y State Board of Agriculture.

NEBRASKA.

Osmond, Neb., Dec. 6.—Corn and oats crop fair; quality good.—J. L. Dennis, mgr. Farmers Elevtr. Co.

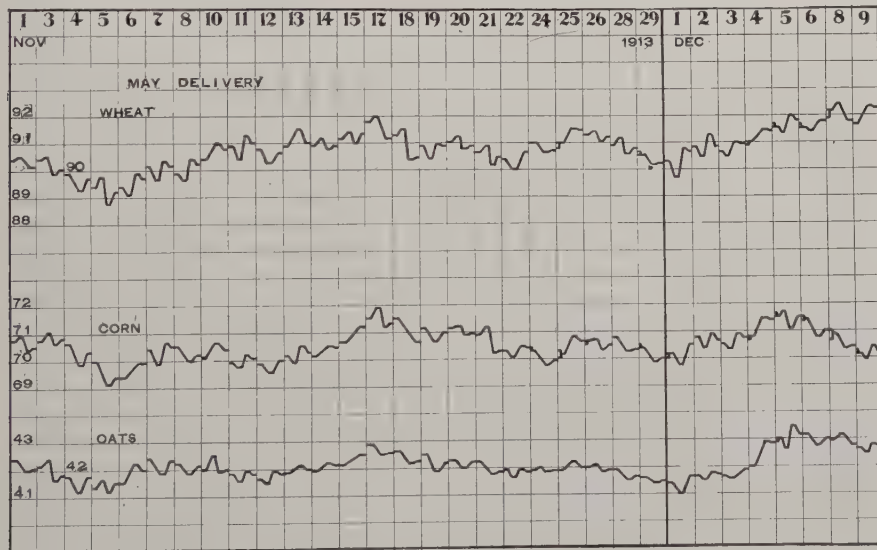
Waco, Neb., Dec. 8.—Corn a total failure; plenty of rain to put winter wheat in fine shape.—J. A. Gilbert.

Berlin, Neb., Dec. 4.—Corn yield light; fall wheat looking good with large acreage.—J. L. Clark, agt. Duff Grain Co.

Axtell, Neb., Dec. 1.—Wheat acreage increased 15% over last year; growing crop in good condition for winter.—Harry Burden, agt. Central Granaries Co.

Chicago Futures

Opening, high, low and closing quotations on wheat, corn and oats for May delivery during November and part of December are given on the chart herewith.



DAILY CLOSING PRICES.

The closing prices of wheat and corn for May delivery at the following markets for the past two weeks have been as follows:

MAY WHEAT.											
	Nov. 25.	Nov. 26.	Nov. 28.	Nov. 29.	Dec. 1.	Dec. 2.	Dec. 3.	Dec. 4.	Dec. 5.	Dec. 6.	Dec. 9.
Chicago	90 3/4	91 1/4	90 3/4	90 1/4	90 1/2	90 3/4	90 7/8	91 1/4	91 3/4	91 3/4	92 1/4
Minneapolis	87 7/8	87 3/4	87 1/4	86 3/4	87	87 3/4	87 3/4	87 3/4	88 1/4	88	88 3/4
Duluth	*84	*83 3/4	87 3/4	87 3/4	87 3/4	87 3/4	87 3/4	88 3/4	88 3/4	88 3/4	88 3/4
St. Louis	92 1/2	92 3/4	92	91 1/4	91 1/4	92	92	92 1/2	92 3/4	92 3/4	92 3/4
Kansas City	87 1/2	86 3/4	86 3/4	85 3/4	86 1/4	86 3/4	86 3/4	87 3/4	87 3/4	87 3/4	87 3/4
Milwaukee	91 3/4	91 3/4	90 3/4	90 3/4	90 3/4	90 3/4	90 3/4	91 3/4	91 3/4	91 3/4	92 1/4
Toledo	102	102 1/4	102 1/4	101 1/4	103 1/4	104 1/2	104 1/2	107	105 3/4	106 1/4	106 3/4
*Baltimore	93 3/4	93 3/4	93 3/4	93	95	95	95 3/4	95 3/4	96 1/4	96	96 3/4
Winnipeg	89 1/2	89 1/2	88 3/4	88	88 1/4	88	88 1/4	89	89 3/4	89 3/4	89 1/4
Liverpool	104 1/4	104 1/4	104 1/4	103 3/4	102 1/4	102 1/4	102 1/4	103 1/4	103 1/4	103 1/4	103 1/4
†Budapest	126 3/4	126 3/4	126 3/4	126 3/4	126 3/4	126 3/4	126 3/4	127 1/4	127 1/4	126 3/4	103 3/4

MAY CORN.											
	Nov. 25.	Nov. 26.	Nov. 28.	Nov. 29.	Dec. 1.	Dec. 2.	Dec. 3.	Dec. 4.	Dec. 5.	Dec. 6.	Dec. 9.
Chicago	70	70 1/2	70 1/4	70	70 1/4	70 3/4	70 3/4	71 1/4	71 1/2	71	70 3/4
Kansas City	72 3/4	72	71 3/4	71 1/4	72 1/4	72 3/4	72 3/4	73 3/4	73 3/4	72 3/4	72 1/4
St. Louis	72 1/2	72 3/4	72 3/4	71 3/4	72 3/4	72 3/4	72 3/4	73 3/4	73 3/4	72 3/4	72 1/4
†Liverpool	69 1/4	68 3/4	67 3/4	67 3/4	67 3/4	68 3/4	68 3/4	68 3/4	68 3/4	68 3/4	67 3/4

*December delivery to Dec. 1, thereafter January delivery. †January delivery. ‡April.

OHIO.

East Monroe, O., Dec. 3.—Corn crop light.—F. Littler, mgr. Dewey Bros. Co.

Carlisle, O., Dec. 6.—Flood, then drouth, affected the corn crop; 1912 wheat crop failure whereas we ordinarily ship about 50 cars grain.—Gross & Basore.

Cincinnati, O., Dec. 8.—New shelled corn is showing a better moisture test. When it first arrived it was poor in quality but quality is now picking up.—S.

Edgerton, O., Dec. 2.—Large and splendid crop of wheat; could not ask or expect any better; oats poor; corn good both in quality and quantity.—W. C. Lewis.

Edison, O., Dec. 8.—Having a blizzard in this vicinity; weather down to zero; coming on top of warm and growing weather will no doubt damage wheat.—Blair & Howard.

Custar, O., Dec. 5.—Corn 3/4 crop; poorest condition I have seen in 20 years; not as good as October; great deal will spoil in cribs if it does not freeze up soon.—C. R. Hopkins.

Bradford, O., Dec. 6.—Corn crop short; quality poor; wheat average yield; 30 bus.; quality extra good; new crop looking fine; extra large acreage; very green and tender; hard freeze would damage.—Roe Pugh.

Huron, O., Dec. 6.—Less than average yield of corn and oats; wheat yield good; new wheat made good growth; but fly appeared; weather to suit it; will probably be trouble next summer.—H. J. Merthe.

Dresden, O., Dec. 8.—Past 2 weeks have been warm and muggy; corn spoiling in crib; much colder today. Growing wheat looking well; corn not as good quality as last year.—C. S. Littick, of Dresden Grain & Sply. Co.

Roscoe, O., Dec. 4.—Growing wheat never looked better at this time of year; with continued favorable conditions the coming crop should be a record breaker. Corn full average crop but owing to unfavorable weather is not in good condition.—E. S. Lee.

PENNSYLVANIA.

Lancaster, Pa., Dec. 3.—Fair crops thru this section; do not look for heavy demand for western grain or hay.—John R. Burkholder.

SOUTH DAKOTA.

Crandon, S. D., Dec. 4.—Crop yield light but wheat is all grading No. 1.—G. G. Stahl, mgr. Farmers Elevtr. Co.

Canton, S. D., Dec. 1.—New corn exceptionally good; yield 50 bus. to 70 bus.—H. E. Reed, agt. South Dakota Grain Co.

Clear Lake, S. D., Dec. 3.—Wheat fair dry quality but foul; quite a large sprinkling of wild oats; fall work well done up.—Coffey & Carlson.

TEXAS.

McKinney, Tex., Nov. 28.—Corn crop unusually good; running as high as 75 bus.; almost a plague of rats; farmers complain rats have done more damage than ever before. Pasture abundant; some farmers offering to pasture stock free to eat down wheat and oats.—Geo. Reinhardt, mgr. Reinhardt & Co.

IOWA DEALERS FAVOR SUPERVISION.

During the past ten days Sec'y Geo. A. Wells of the Western Grain Dealers Ass'n, has held local meetings of grain shippers at Marshalltown, Oskaloosa, Des Moines, Cedar Rapids, Fort Dodge and Sioux City for the purpose of ascertaining their views relative to the proposed Government grades of corn and the enforcement of them.

The discussion considered the three propositions, namely: (1) Government Inspection complete; (2) Government Supervision of the Existing State and Board of Trade Inspection Departments; (3) Enforcement of the grades under the Food and Drugs Act.

The sentiment of the shippers was unanimously in favor of Government supervision, with the view of obtaining uniform grades at all terminal markets, but they were opposed to having so many different grades, giving as reasons,

That it is impossible to grade accurately new corn because the moisture content is not uniform in the first husking before the corn has cured out in the crib or on the stalk.

That they cannot give the necessary elevator bin room to keep so many grades identical in the bins and at many stations where there are only a few cars of surplus corn there is practically no elevator capacity and the corn is necessarily marketed in the mixed condition of the quality as received from the farmers, and

That such limited business does not justify the expense of efficient handling.

The grain shippers at Sioux City who are shipping considerable quantity of corn to Kansas City expressed anxiety over the application of the custom of the Kansas City Board of Trade of giving the buyer the privilege of calling for reinspection after the cars have been placed at the elevators and requested the Western Grain Dealers Ass'n to undertake to have the Kansas City Board of Trade change the custom and make a positive rule to the effect that the original inspection be final with privilege of calling for reinspection before noon of the day succeeding the day of sale.

Secretary Wells has made such request of the Kansas City Board of Trade.

PROSO, or broom-corn millet, produced average yields of from 10.7 to 13 bus. per acre in tests lasting from four to six years made by the U. S. Department of Agriculture at Chillicothe, Tex.

Crop Movement

CANADA.

Fort William and Port Arthur handled during the 1913 season of navigation, which ended officially at midnight, Oct. 30, 143,000,000 bus. of grain, the heaviest movement ever known thru these ports, according to the Winnipeg Grain Exchange. The movement was aided by the fine weather, the mildest that has been experienced in western Canada in 40 years. The favorable weather and the slight rainfall have also enabled the farmers to do a great deal of fall plowing, making conditions favorable for a heavy crop next year.

ILLINOIS.

Timewell, Ill., Dec. 2.—Shipping corn in.—Wilson & Lewis.

Adrian, Ill., Dec. 3.—Some oats in farmers hands.—C. E. Conn.

Mt. Sterling, Ill., Dec. 2.—No corn shipped from here; all being fed.—John Gaddis & Sons.

Broadmoor sta. (Bradford p. o.), Ill., Dec. 5.—Farmers not selling.—Rees & Powers.

Mt. Sterling, Ill., Dec. 2.—Shipping in corn to feed; selling at 75c.—Ed. Pendleton.

Adrian, Ill., Dec. 6.—Considerable new corn to move here when roads are in condition; quite a lot of old corn here still.—Adrian Elvtr. Co.

INDIANA.

Goodland, Ind., Nov. 25.—Corn commencing to come in.—Rich Bros.

La Fayette, Ind., Nov. 28.—Present prices of corn generally satisfactory; movement light on account unfavorable weather.—F. G. Heinmiller.

Indianapolis, Ind., Dec. 8.—Figures compiled by Sec'y Howard of the Board of Trade show that grain movement at this point has been about 606,000 bus. less from Jan. 1 to Dec. 1, than in the corresponding period last year. The movement last year was 16,748,600 bus., while for this year it is 16,137,600.—C. L.

IOWA.

Albia, Ia., Dec. 8.—Shipping corn in now.—Wilkin Grain Co.

Lytton, Ia., Dec. 8.—Farmers selling corn freely.—A. Schmidt & Son.

Hedrick, Ia., Dec. 6.—Oats are at least ½ marketed.—R. L. Jamison, mgr. Hedrick Grain Co.

Wauke, Ia., Nov. 27.—Not much corn moving at present; will move next month.—Lester Smith, mgr. Wright & McWhinney.

Fostoria, Ia., Dec. 4.—Large amount of corn will be marketed as soon as weather permits; not much coming in now on account of damp weather.—M. Olson, agt. Hunting Elvtr. Co.

Modale, Ia., Dec. 6.—Farmers generally selling corn; prices 60c to 62c; cannot deliver owing to rain; we have not moved a wheel since Thanksgiving Day.—Sharpnack & Co.

Sioux City, Ia.—Corn buyers in the southern states are calling loudly on Sioux City for a supply. All the corn in northeastern Iowa passes thru Sioux City as does much from South Dakota and Minnesota. The outlook is for larger receipts of corn for several weeks to come.—B.

Sioux City, Ia.—Traffic officials of the railroads entering this market say that new corn has moved earlier this year than ever before in the history of the middle west. The ears are reported to be fully dried and ready for shelling, owing to the warm weather that has prevailed. The bulk of the new corn is going to the drought stricken districts of Oklahoma and Kansas and carriers are being pushed to the limit to handle the large shipments.

MICHIGAN.

Lansing, Mich., Dec. 6.—The total number of bus. of wheat marketed by farmers in November is 183,525 bus. The estimated total number of bus. of wheat marketed

in the 4 months August-November, is 2,750,000 bus.; 62 mills, elvtrs. and grain dealers report no wheat marketed in November.—Frederick C. Martindale, Sec'y of State.

MINNESOTA.

Kenneth, Minn., Dec. 6.—New corn freely offered here.—W. V. Willey, mgr. Farmers Elvtr. Co.

Hancock, Minn., Dec. 1.—Greater portion corn will be marketed; estimate that 75% has come to market so far.—Johnson & Smokstad.

Minneapolis, Minn.—The elvtr. companies operating in North Dakota agree that the crop has been closely marketed in that state and northwestern Minnesota. A fair percentage of the crop back in southern Minnesota, but this will be marketed gradually.—C. W.

Waldorf, Minn., Dec. 5.—Farmers have been holding wheat but are marketing more freely of late; considerable corn will be marketed when weather becomes colder, so shelling can be done. About ½ grain still in farmers hands; will handle about 125,000 bus. grain this year.—Thos. E. Meany, agt. Hunting Elvtr. Co.

MISSOURI.

Braymer, Mo., Dec. 1.—Corn selling at 80c.—Else & Widmier.

Paris, Mo., Nov. 24.—No grain shipped this year; when have a bumper crop ship from 5 to 15 cars wheat and some corn.—Sproul & Sproul.

MONTANA.

Buffalo, Mont., Dec. 3.—This is a good wheat country; big movement this fall; cars have been short.—H. E. Pasek, agt. McCaull-Webster Elvtr. Co.

NEBRASKA.

Berlin, Neb., Dec. 4.—Little corn to come to market.—J. L. Clark, agt. Duff Grain Co.

Waco, Neb., Dec. 8.—75% of wheat has been marketed; will have to ship in corn and oats.—J. A. Gilbert.

Osmond, Neb., Dec. 6.—Farmers satisfied with prices.—J. L. Dennis, mgr. Farmers Elvtr. Co.

OHIO.

Carroll, O., Dec. 8.—Wheat is in farmers hands still.—Huston & Swope Co.

Roscoe, O., Dec. 4.—Farmers not selling wheat; holding for \$1; selling corn freely.—E. S. Lee.

Bradford, O., Dec. 8.—About 1/3 corn crop still in field; 1/3 wheat crop still in farmers hands.—Roe Pugh.

Dresden, O., Dec. 8.—Past two weeks have been warm and muggy; much colder today; a continuation of cold weather will advance prices. Corn 60c; wheat 90c; 50% of corn shipped out.—C. S. Littick, of Dresden Grain & Sply. Co.

Edgerton, O., Dec. 2.—Wheat has been put on market at about an average with other years of good crops; percentage of oats coming in for shipment too small to figure; have not received to date 25 per cent of former years; farmers buying every bu. of corn they can find from 60c to 75c a hundred to keep at home to feed.—W. C. Lewis.

Cincinnati, O., Dec. 8.—Practically all corn coming in is new shelled and ear corn, only a few cars of old arriving. New shelled corn is bringing from 68 to 70c which is from 3 to 4c higher than when it first began to arrive. Ear corn selling at 64 to 67c; old corn bringing a premium of 6 to 8c over the new. During the past 2 weeks there were 328 cars of corn received. Corn millers have started to take hold of new corn and sales book on 'Change shows a long list of buyers.—S.

OKLAHOMA.

Arapahoe, Okla., Nov. 17.—Corn, kafir and maize scarce; will have to ship in corn in near future for our trade.—R. C. Mills, agt. Wilbur Miltenberger.

SOUTH DAKOTA.

Clear Lake, S. D., Dec. 3.—About 60% of grain marketed in this territory.—Coffey & Carlson.

Canton, S. D., Dec. 1.—New corn beginning to move quite freely; roads good, no snow.—H. F. Reed, agt. South Dakota Grain Co.

Aggergaards Spur (Irene p. o.), S. D.,

Dec. 8.—On Nov. 28 I took in 107 loads of corn or 5,784 bus., all of which was fine No. 3 yellow.—Lars Aggergaard.

TEXAS.

McKinney, Tex., Nov. 28.—Not much corn marketed; larger per cent still in fields.—Geo. Reinhardt, mgr. Reinhardt & Co.

Oats Movement During November.

The movement of oats thru the various markets during the month of November, as compared with Nov., 1912, was as follows:

	Receipts.		Shipments.	
	Nov., '13.	Nov., '12.	Nov., '13.	Nov., '12.
Baltimore ..	264,436	4,456,639	.....	3,288,747
Chicago ..	6,852,000	13,506,600	6,634,000	13,476,700
Cincinnati ..	618,387	829,559	339,830	885,558
Detroit ..	210,000	383,700	52,000	106,700
Kansas C. ..	753,000	838,100	465,800	945,200
Milwaukee ..	1,292,400	1,466,600	1,408,630	1,665,054
Minneapolis ..	2,291,610	1,799,340	2,344,520	2,178,260
N. Orleans ..	.....	.....	11,640	138,240
St. Louis ..	2,123,300	1,812,200	1,347,890	1,535,770
San Fran. ..	52,640	135,760	.....	.....
Toledo	92,800	274,500	260,600	431,500
Wichita ...	51,000	15,000	26,500	8,000

*Figures not available. †Exports.

Wheat Movement During November.

The movement of wheat during the month of November thru the various markets, as compared with November, 1912, was as follows:

	Receipts.		Shipments.	
	Nov., '13.	Nov., '12.	Nov., '13.	Nov., '12.
Baltimore ..	3,425,191	1,782,534	3,264,290	1,023,507
Chicago ..	2,154,000	5,082,100	2,301,000	1,890,000
Cincinnati ..	331,128	435,019	200,916	404,796
Detroit ..	338,000	294,000	37,000	82,000
Galveston ..	.....	.....	140,000†	1,481,307
Kansas C. ..	4,250,400	1,975,200	4,098,000	1,485,600
Milwaukee ..	379,500	819,650	256,748	388,710
Minneapolis ..	12,331,000	17,808,000	2,538,000	3,000,200
N. Orleans ..	.....	.....	†263,290†	2,007,150
St. Louis ..	2,601,802	2,843,973	1,751,290	1,937,740
San Fran. ..	742,038	839,520	.....	.....
Toledo	800,000	940,000	589,400	171,300
Wichita ...	772,800	1,384,400	346,000	758,400

*No figures available. †Exported.

Corn Movement During November.

The movement of corn thru the various markets during the month of November, as compared with Nov., 1912, was as follows:

	Receipts.		Shipments.	
	Nov., '13.	Nov., '12.	Nov., '13.	Nov., '12.
Baltimore ..	174,048	263,277	19,418	20,603
Chicago ..	2,805,000	7,014,550	4,247,000	3,462,500
Cincinnati ..	511,865	790,387	178,723	310,555
Detroit ..	122,000	186,000	20,500	106,400
Galveston ..	†444,000	.....	.....	364,655
Kansas City ..	735,000	2,223,750	377,500	1,251,250
Milwaukee ..	479,080	423,300	112,638	154,695
Minneapolis ..	696,920	495,970	432,010	287,940
New Orleans ..	.....	.....	112,150	175,250
St. Louis ..	981,580	1,279,935	965,270	465,530
San Francisco ..	9,000	14,322	.....	.....
Toledo	343,200	301,100	114,800	82,200
Wichita ...	79,200	98,400	27,800	86,900

*Figures not available. †Imports of Argentine corn. ‡Exports.

CORN MOVEMENT FOR THE CROP YEAR.

Receipts and shipments of corn at the leading markets during the crop year ended Dec. 11, 1913, compared with the 12 months ended Dec. 1, 1912, as officially reported by the secretaries of the various exchanges, were as follows (000's omitted):

	Receipts.		Shipments.	
	1912-1913.	1911-1912.	1912-1913.	1911-1912.
Baltimore	23,967	13,341	20,062	10,786
Chicago	127,218	108,329	95,095	73,359
Cincinnati ...	7,679	9,432	4,196	5,824
Detroit	2,776	2,872	1,863	1,988
Kansas City ..	17,038	20,186	10,774	14,340
Memphis*	6,029	5,002	.....	.....
Milwaukee	11,603	9,356	7,945	6,339
Minneapolis ..	6,479	5,200	4,537	3,383
New York	9,845	8,714	6,085	5,617
Philadelphia ..	3,296	2,631	1,760	745
St. Louis	22,603	25,766	11,095	15,373
Toledo	4,054	4,140	1,930	2,051
Wichita	2,612	1,425	1,150	972

*Memphis figures estimated on basis of 1,200 bus. to car. No figures available for shipments.

GRAIN DEALERS DEMAND Clean B/L and Full Delivery.

At a meeting of grain dealers held yesterday in the offices of W. M. Hopkins, manager of the Transportation Department of the Chicago Board of Trade, the unfair practices of the carriers in evading their responsibility for grain entrusted to them for shipment was fully discussed. The report of the com'te appointed at the meeting held Nov. 14, was adopted, as follows:

DEMAND CLEAN B/L.

WHEREAS, it is the practice of carriers handling grain to furnish cars at loading stations that in many cases are unsuitable for the safe transportation of grain, in bulk; and,

WHEREAS, it is the practice of said carriers to decline to ascertain for themselves the quantity of bulk grain tendered for transportation at point of shipment and give a receipt therefor; and,

WHEREAS, it is the practice of said carriers to deny responsibility for the delivery of a like quantity of grain at destination; and,

WHEREAS, in many other respects such carriers fail to show proper regard to the dealers in grain, considering the volume of the grain business and its value to the carriers from a revenue producing standpoint; and,

WHEREAS, these practices and the attitude of the carriers towards the grain trade impose unjust, undue and unreasonable burdens upon the dealers in grain, thereby causing material financial losses. Therefore, be it

Resolved, that the aforesaid practices of carriers should be modified, because in equity and in law carriers are bound:

(1) To furnish proper equipment and instrumentalities of transportation.

(2) To ascertain the exact quantity of property delivered for transportation, and give a receipt therefor. And

(3) To deliver at destination the same quantity of property received for transportation at point of shipment, failing to so deliver said carrier shall be responsible for any and all losses thereof.

In view of the practices, attitude, and obligations of the carriers, hereinbefore recited, it is respectfully urged that,

Suitable cars for the safe carriage of bulk grain be furnished at point of shipment, and by suitable cars is meant cars that have proper grain-tight doors and are in all other respects free from any defects or vice that might cause any loss of grain in the course of transportation.

The actual weight at point of origin may be ascertained:

By the use of elevators owned and operated by carrier.

By the use of the weighing facilities of elevators owned and operated by shippers, said weighing of grain to be under the physical supervision of the carrier, or to be protected by suitable weight agreements between the carrier and the shipper. In either event, the physical condition of the weighing instrumentality shall be subject to inspection by the carriers.

Claims arising from loss of grain in transit shall be paid in full, without any deduction whatsoever, whether based upon a terminal weight differing from the weight of the grain thus ascertained at point of shipment, or from other reasons, except in cases where error in weight at initial point is shown to exist. The foregoing shall apply, regardless of whether the record of the carrier shows car to have been in leaky condition, or otherwise. Be it further

Resolved, that these declarations and resolutions represent the position of grain dealers located at country shipping points and at terminal markets, and that they be presented to the carriers at a conference to be held at the rooms of the Central Freight Ass'n at 2:30 p. m., Wednesday, Dec. 10, 1913.

It was voted that all those present attending the meeting of the Central Freight Ass'n in a body, and that the chairman appoint a com'te to arrange for future conferences.

W. M. Hopkins presided as chairman and Geo. A. Schroeder acted as sec'y.

In Attendance were C. W. Lonsdale, Board of Trade, Kansas City, Mo.; E. P. Peck, Grain Exchange, Omaha, Neb.; H. A. Feltus, T. M., Van Dusen-Harrington Co., Minneapolis; Herbert Sheridan, T. M., Chamber of Commerce, Baltimore, Md.; C. J. Austin, Mgr. Bureau Trade & Transp., New York, N. Y.; G. M. Freer, Mgr. Traffic Dept., Chamber of Commerce, Cincinnati; W. M. Hopkins, Mgr. Transp. Dept., Board

of Trade, Chicago; Chas. Rippin, Commissioner, Merchants' Exchange, St. Louis, Mo.; Geo. A. Schroeder, Mgr. Frt. Bureau, Milwaukee Chamber of Commerce; Mark Mennell, Toledo, O.; Lowell Hoyt, Chicago; Jas. W. Sale, Grain Dirs. National Ass'n., Bluffton, Ind.; S. W. Strong, Secy., Illinois Grain Dirs. Ass'n., Urbana, Ill.; N. S. Beale, Iowa Grain Dealers Ass'n., Tama, Ia.; W. J. Ray, sec'y, Iowa Farmers Grain Dealers Ass'n., Colo., Ia.; A. P. Husband, Secy. Millers National Federation, Chicago; Walter K. Woolman, Philadelphia, Pa.; J. S. Coon, Rantoul, Ill.; and Jas. M. Allen, Decatur, Ill.

On Dec. 10 the Central Freight Ass'n held a conference to discuss the matter. The grain shippers presented a vigorous protest against the injustice of present practices. The Ass'n finally announced that it would take the matter under advisement and report a decision within 30 days.

MEETING OF GRAIN EXPORTERS at Chicago.

The North American Export Grain Ass'n held two sessions Dec. 8 in the Board of Trade at Chicago. Among those present were Geo. S. Jackson of Baltimore; Geo. W. Blanchard and W. C. Mott of New York; Geo. W. Eddy of Boston; Arthur George Burton of Montreal; E. S. Jacques of Winnipeg; Wm. Beatty of Duluth; Marshall Hall and Bert Langenberg of St. Louis; John Fennelly of Kansas City; Frank E. Marshall, representing the Philadelphia Commercial Exchange, and five grain dealers of Chicago interested in the export trade.

The first session was brief, beginning at 12:30 and adjourning at 1 p. m., after hearing the report of the executive com'te giving a recital of what had been done since the May 29 meeting at New York, hearing the report of the treasurer showing a comfortable balance in the coffers of the Ass'n, and electing officers for the ensuing year.

The new officer is Geo. W. Jackson of Baltimore, pres., succeeding Samuel F. Engs; Frank E. Marshall of Philadelphia being reelected sec'y-treas. The executive com'te was enlarged to four, to make it more representative, the new members being George W. Jackson, Geo. W. Blanchard of New York and Arthur George Burton of Montreal, Frank E. Marshall holding over.

Pres. Jackson called the afternoon session to order at 3 p. m. The 45-page report of Mr. Jackson, as foreign representative, which had previously been sent to the constituent exchanges, was formally presented.

The proposed form of Liverpool contract issued by the Liverpool Corn Trade Ass'n was fully discussed section by section, and it was decided to approve some of the clauses and recommend changes in others. Changes in the London contract which governs at many other ports in the United Kingdom were considered.

The members realize that the trade is very conservative; and while enthusiastic at what has been accomplished believe there is an equal amount to be done. The executive com'te upon whom devolves most of the work was authorized to go ahead in an endeavor to secure more changes such as are desired in the foreign contract forms. Adjourned at 6 p. m., *sine die*.

The constituent exchanges remain the same, embracing the following Ass'ns directly interested in the export grain trade: New York Produce Exchange, Montreal Corn Exchange, Winnipeg Grain Exchange, Philadelphia Commercial Exchange, St. Louis Merchants Exchange,

Kansas City Board of Trade, Baltimore Chamber of Commerce, Boston Chamber of Commerce, Chicago Board of Trade, Duluth Board of Trade, Toronto Board of Trade, New Orleans Board of Trade and Galveston Cotton Exchange and Board of Trade.

AN APPRECIATION.

One of the pleasant surprises of the conference of grain dealers in this city this week was a presentation by the ex-president, E. M. Wayne and ex-secretary, John F. Courcier of the National Association, to the ex-chairman of the Arbitration Committee, Adolph Gerstenberg, of an expression of appreciation of his long service to the National Ass'n, by the men who were officers of the Ass'n at the time his service terminated. The



Adolph Gerstenberg, Chicago, Ill.

presentation in compliance with an action of the Directors, was made by ex-secretary John F. Courcier, who praised highly the ability, loyalty and sacrifice of the ex-chairman. The Resolutions of Appreciation follow:

JUSTICE AND EQUITY

SECURE BOTH THE PRIVATE INTERESTS OF MEN AND THE PEACE OF NATIONS.

Grain Dealers National Association.

WHEREAS,

In the affairs of men, differences of opinion are almost as common report as traffic itself; and

WHEREAS, it has been put into the hearts and minds of men to adopt arbitration as the most enlightened and economic means of adjusting such differences; and

WHEREAS, there are only a few men who have the penchant, the poise, the learning, the training, and, in general, the judicial quality of mind to seek out the truth, and then the courage to put their convictions into awards; and

WHEREAS, it is mete that posterity should have pointed out to it the names of men who were pioneers in that great institutional reform, commercial arbitration; therefore, be it

RESOLVED,

That the officers and members of the GRAIN DEALERS NATIONAL ASSOCIATION, recognizing the constructive work of

ADOLPH GERSTENBERG,

sometime member of the association's committee on arbitration and later its Chairman, hereby proclaim their unqualified acknowledgment of his services and their high appreciation of his honesty of purpose, devotion to duty, tireless energy, accuracy of judgment, fearless decisions, and unbounded loyalty; and be it further

RESOLVED, that this testimonial be suitably inscribed and delivered to his family, in whose bosom he has lived a virtuous and exemplary life; a modest, retiring, and noble Christian gentleman.

E. M. Wayne, President.

Jno. F. Courcier, Secretary.

1910-12.

A BILL prohibiting the sale of grain on margins when there is no intent to make delivery was introduced Dec. 8 in the House of Representatives.

Chicago Conference on Federal Supervision of Grain Grading

At 10:30 a. m., Dec. 8, Pres. Chas. D. Jones called to order a special meeting of the Grain Dealers National Ass'n in the Hotel La Salle, Chicago, Ill.

On account of the bad weather, practically all of the trains were hours late, and at the time for beginning the conference, only thirty-five grain dealers were at hand. By noon most of the delegates had arrived, and the total attendance numbered 94.

Pres. Jones: We are met here today to discuss the most important question the grain trade has ever faced. It is important because it vitally affects the grain business. It is important because we have to take action promptly to formulate exactly the kind of a law we want, or a law will be forced upon us that will not be satisfactory, as Congress will undoubtedly enact legislation on the matter during the present session.

There is confusion in the minds of some grain men as to the difference between federal supervision and federal inspection. The Grain Dealers National Ass'n is on record by resolutions at conventions as being opposed to federal inspection of grain, and is also on record as being in favor of federal supervision of grain inspection. At the New Orleans convention our Legislative Com'te was instructed to draft a law that would cover the federal supervision of these corn grades and to endeavor to have such a law passed. Neither the Com'te nor the officers feel that the instructions were broad enuf to enable them to proceed under that resolution, and they were afraid they might have a law passed that would not be satisfactory to the general membership of the Ass'n and that they would be accused of using their offices contrary to the wishes of the members.

This conference was called that you might instruct the officers and Legislative Com'te what you wish done in the way of federal supervision. The Sec'y of Agriculture has invited this Ass'n to submit to him the nucleus of such a bill. When you stop to consider that this bill, when passed, will have a controlling influence on the grain business as long as you live, and the business of your children and your children's children, you are obliged to realize the responsibility that rests on the grain men of this country today to see that the law that is passed is a correct law.

J. W. McCord, Columbus, O.: In order that the laymen of the Ass'n may understand what the proposition means, we would like to know from the Legislative Com'te if we are expected to submit a proposed law in its entirety ready to introduce in Congress and whether we should select the man to introduce the law; or whether we are to recommend the principles and framework which shall be turned over to the Department of Agriculture at Washington, and let them take charge of it as a piece of departmental legislation.

A. E. Reynolds, Crawfordsville, Ind., chairman, Legislative Com'te: The Legislative Com'te had a meeting this morning to determine what we thought ought to be done and what could be done at this conference to help us in the arduous task we have before us of formulating a

measure that would be acceptable to the grain trade and also receive the endorsement or acquiescence of the Sec'y of Agriculture and be passed by Congress. We have come to the conclusion that any action or conclusion that might be reached here would have to be subject to some alteration when we come to deal with the powers that be. Therefore the Legislative Com'te must have authority to change, if necessary, any of the principles that you might think should be incorporated in a bill.

The Legislative Com'te are here as listeners and not as talkers. We will present to you the points of difficulty as we see them and get your views. The Com'te will do all in their power to meet the desires of this meeting. Time is short, and parties at Washington are urging that what we do must be done quickly.

To answer you more specifically, Mr. McCord, I do not believe it is possible to draft a bill that will meet everybody's requirements. All legislation is the result of compromise among the parties interested.

We want to unite on some legislation that will take out of the Food and Drugs Act the enforcement of those rules or grades that the Agricultural Department is now formulating. You can put down as settled, that the government will establish corn standards. Now, then, as things stand today, there is only one way that the Department can supervise or enforce those standards; that is, thru the Food and Drugs Act. How disastrous that would be to the country shipper and to the grain exchanges you all know well. You had a taste of it under the Wiley rule about two years ago.

J. B. Magee, Cairo, Ill.: If we proceed as we are starting, we will have as many views as we have markets represented. It seems to me that, after the study it has given to this subject, the Legislative Com'te should be able to submit a tentative draft showing how it would approach this question of government supervision. This would give us a basis for discussion.

Pres. Jones: That is exactly what we do not want to do. At the New Orleans convention this Ass'n passed a resolution instructing the Legislative Com'te to have a law passed covering government supervision. The Legislative Com'te is your servant. I do not believe it lies within the province of the servant to propose to the master what kind of a law the master wants. After the different markets have been heard, the com'te will attempt to crystallize those views in a bill that comes as near as possible to being what the grain trade wants.

Geo. A. Wells, Des Moines, Ia.: For many years there has been an effort on the part of Mr. McCumber to establish complete federal inspection of grain by an act of Congress. Mr. McCumber would do away with state inspection departments. The states of Minnesota, Illinois, Missouri and Kansas have such departments, and I presume they would not care to discontinue the inspection of grain in intrastate commerce.

In 1907 the appropriation for the Bureau of Plant Industry provided the sum of \$15,000 for the establishment at such points as the Sec'y of Agriculture might

deem expedient laboratories for examining and reporting on the nature, quality, and condition of samples of grain and seeds, these reports to be used as a basis for the fixing of grades. It was under this law that the Bureau of Grain Standardization that is under the Bureau of Plant Industry of the United States Department of Agriculture, which Dr. Duvel is the head, was organized.

Mr. Wells then read the provisions of the various appropriation bills since 1907 providing for the Bureau of Grain Standardization. He continued:

I am not lawyer enuf to state to you just to what extent these laws may give the government authority to supervise and inspect grain.

I have held meetings with country dealers in Iowa. They are opposed to so many grades. They are in favor of government supervision without complete inspection.

It occurs to me that supervision might be confined to terminal markets already having inspection departments. There is a question whether the Department of Agriculture or Congress would be satisfied with such limited supervision. I presume that any bill we may prepare will come to grief.

M. McFarlin, Des Moines: Should the government undertake supervision, would it have authority to do so under state inspection?

Pres. Jones: That will be governed by the law that will be passed. The states have rights; the federal government has rights. So far as any conflict between state and federal authority is concerned, this will be settled in an amicable way by the co-operation of the United States government and the state inspection departments.

C. A. Magnuson, Minneapolis: There can be no supervision in any way or on any subject unless that supervision carries with it a certain amount of authority, and final authority. In order to supervise anything, you must have authority to remedy matters which are not right. It would be anomalous to say that the government should have supervision of the grain inspection without authority to fix the grades and to see that the grades are carried out according to the understanding of the men put in charge of the supervision. Consequently, supervision carries with it the power of inspection and the power to change the inspection made by the states or chambers of commerce.

Every inspection department at a terminal point has a court of last appeal. In Minnesota that happens to be a board appointed by the government, which is called the board of appeals. Now, the question is, do we want a court of last resort and then another court of last resort and behind it the federal government? Personally I can see but one thing as a conclusion of this whole matter—that is, federal inspection. Under federal supervision, if you ship a car of corn from a point in one state to a point in another state, you would not rest easy until that car had been acted upon by the court of last resort—that is, the federal supervisor.

The federal government does stipulate our weights and measures. The states all fall in line and adopt the standards of the federal government. There are innumerable things that the government has thus standardized. If it could be done in this way with grain inspection, federal supervision of grain inspection would become the same as supervision of

weights and measures is today, except if there was a controversy it would be carried to the federal government just as cases in court are referred to the Supreme Court of the United States.

However, if we once conceive that the federal government should have supervision, which means control of inspection, we are going to get federal inspection, not only on corn, but on all other grains, unless we can find some way to have the federal government take the same action over inspection as it does over weights and measures, simply by having all of the states conform to the government standards.

H. S. Grimes, Portsmouth, O.: A resolution was offered at the New Orleans convention and was read there, but was not adopted. That resolution might serve as the nucleus for our discussion today. We must disabuse our minds of the idea that the government is not going to take charge of this matter. It has already done so. It has practically adopted the grades, and now wants some means of carrying them out.

John L. Messmore, St. Louis: The following resolution was adopted at a special meeting of the St. Louis Grain Club, which is composed of practically all of the grain men in our city:

THE ST. LOUIS RESOLUTION.

It is the sense of the St. Louis Grain Club that the federal government in its proposed supervision over corn grading should establish laboratories at all grain centers where State or Board of Trade inspection now prevails; such laboratories to review the inspection of corn at said points upon application of either the buyer or the seller, and to issue to such applicant a certificate which will be in accordance with its finding.

Once issued this certificate should be final and carry the car of corn to its unloading point regardless of any deterioration that may take place while the car is in transit. In other words, the proposed legislation should be so explicit that the liability of a seller of corn ceases with the furnishing of a certificate of a federal supervisor, which certificates, of course, must be in accord with the grade sold.

A. E. Reynolds: There is one thing about Mr. Messmore's resolution that ought to be changed. He refers to a certificate issued by a supervisor. That might imply that the supervisor had the power of issuing certificates. The idea that has been prevalent all along is that the inspection departments should not be changed, their scope minimized, nor their authority in any way reduced. Inspection should be carried on just as it is now, but for all interstate grain, the rules and regulations of the inspection should be those established by the government. The supervisors would have authority only to see that these rules are rigidly adhered to. He would not have the power to issue a certificate except in case of a controversy. Even this has been opposed, but this objection cannot be sustained because some one must decide in disputed cases and the regulations will have to carry with them the authority on the part of the supervisor to determine such disputed cases. However, I do not want it to go so far that he will issue certificates in undisputed cases.

The power of the supervisor is exactly that of the appeal com'te of your grain exchange. If that com'te decides a certain lot of corn to be No. 2 corn, it controls the exchange. The government supervisor acts as an umpire, National banks are under the supervision of the government, and the government bank examiner becomes an umpire of every difficulty.

Another thing, the certificate is final between buyer and seller. Suppose the

grain gets at the other end and the buyer says it does not come up to the government standard. The question is then up to the government supervisor to investigate whether it is the habit of the grain exchange at which the grain was inspected to ship out grain that is not inspected according to the government standards. The government supervisor will require that the exchanges observe the government grades. The penalty for failure to live up to the rules is to stop the exchange from grading grain.

George Aylsworth, Kansas City: We believe the government should only supervise the individual instead of supervising the grain. We suggest that a law be passed whereby the inspection departments be continued as they now are and the men who inspect grain that goes into interstate traffic and issue certificates covering that grain should be examined and licensed by the United States government. By doing so, you will have another watchdog over your inspectors. If a man proves incapable, his license can be revoked. If a certificate is issued by a man licensed by the government, his certificate is final. Government supervisors, like secret service men, can travel around and inspect cars here and there to check up the work of the inspectors. In this way, the various inspection departments will keep their fees and will operate just as they are now.

Sec'y John F. Courcier: I will now read the resolution mentioned before by Mr. Grimes, which was offered at the New Orleans convention, but was not put to a vote:

The Resolution Offered at New Orleans.

"Whereas, the Grain Dealers National Ass'n has heretofore gone on record by resolution at the Norfolk convention favoring the federal supervision of the inspection of grain, and,

"Whereas, the Agricultural Department at Washington through the Bureau of Grain Standardization has already made report on the standards for the grading of corn and has invited the grain trade of the country to confer regarding the feasibility of the final adoption of such report of standardization, and as the Department will shortly complete the standardization of the grades of other grains, now be it

"RESOLVED, by the Grain Dealers National Ass'n, in convention assembled at New Orleans, that it hereby renew its former declarations regarding the supervision of the inspection of grain. Be it further

"RESOLVED, That we recommend to the Department of Agriculture the establishment of a bureau under that Department for the supervision of the inspection of grain that enters into interstate commerce.

"It is our belief that such a bureau of supervision can carry out the supervision of inspection of grain under the standards when they are finally established to much better advantage and at very much less cost than this result can be obtained in any other way.

"We recommend the establishment of laboratories in charge of competent supervisors in each market of the country that has handled in the past year seven million bushels or more of grain, the duties of such supervisor to be prescribed by the Department. In general, however, we recommend that he have authority to decide all cases of appeal as to grading in his market or in any territory over which he may have jurisdiction.

"We recommend further that the country be divided into various districts for the purpose of convenience in having a system of supervision instituted; to this end that a number of competent supervisors be appointed, whose duty it shall be from time to time to investigate the inspection of grain in various smaller markets where supervision has not been established.

"We recommend further that the system be extended from time to time as conditions warrant.

"We recommend further that the scope of authority of the supervision of inspection be limited to grain that has already

passed into interstate commerce or is intended for interstate shipment.

"RESOLVED, That we recommend that the Legislative Com'te of the Grain Dealers National Ass'n be requested and authorized to use its utmost endeavor to have such a bureau as herein briefly outlined established."

J. B. Magee: I move you the adoption of that resolution.

H. L. Goemann, Toledo: I move that we adjourn until 2 o'clock to give Chicago Board of Trade men a chance to attend. This is too important a matter to be rushed.

L. W. Forbell, New York: This resolution was rejected at New Orleans for good and sufficient reasons; and I think it should be withdrawn and new ideas brot out.

James L. King, Philadelphia: I move that members of the Export Grain Ass'n be invited to attend this conference and take part in the discussion. *Motion carried.*

Pres. Jones: Sec'y Courcier will send Mr. Marshall, Sec'y of the Export Ass'n, an invitation in writing to attend here. This is an open conference, and the exporters will have the right to enter into the discussion.

Adjourned at 12:10 p. m.

MONDAY AFTERNOON SESSION.

Delegates were called to order at 2:20 p. m.

Pres. Jones: For the benefit of those not here this morning, I will ask that the New Orleans resolution and the St. Louis resolution be read for a second time.

H. L. Goemann: At Washington I presented to the Sec'y of Agriculture my views on the subject of federal supervision. These views are expressed in the following letter, which I wrote to the President of the Toledo Produce Exchange:

H. L. GOEMANN'S PLAN.

Confirming my talk with you on Saturday last regarding the hearing to be held in Washington on Wednesday next on the matter of new corn grades: I believe that those grades are all right provided we can get uniform inspection. Unless we can get uniform inspection, however, I believe that the moisture per cents as recommended by the Government are too close together, for the reason that under the practices of the inspection departments now in force in the different sections of the country, while the phraseology is uniform the inspection is not uniform in fact. This applies not only to corn but to all other grains; and some arrangement must be made whereby the inspectors at all markets will grade alike. With the jealousy existing between the different markets and the differences of opinion among the grain com'tes as well as among inspectors, such an arrangement does not seem possible under the present system.

It seems to me that the way to get uniformity of inspection and just grading is to have a government commission under the jurisdiction of the Sec'y of Agriculture, and by requiring that all grain inspectors who grade interstate grain be compelled to pass an examination as to their ability to judge grain correctly, especially as to soundness, this latter requirement being especially necessary because so few inspectors are able to test grain by smell and they therefore pass as graded grain a great deal that is unsound.

The inspectors should also stand examinations on uniform methods of using the moisture tester and of obtaining test weights with a metal tester, etc. The inspectors passing such examinations successfully to be allowed to continue the inspection of grain under the rules and regulations of Boards of Trade and Chambers of Commerce and State Departments as at present. Under this system I believe we would get uniform and satisfactory inspection, as all inspectors would be compelled to pass an examination based upon standard rules.

As in every market there is an appeal

com'ite under the rules of the Board of Trade or Chamber of Commerce or under the State Board of Inspection, I believe that all members of such com'ites should be required to pass an examination similar to that passed by the inspectors, and in this way the system would be complete.

In addition to the above, all persons issuing statements or certificates which are to be accepted as certifying to the moisture content of any shipments of corn, or which in any way certify to the grades of grain covered by such statement or certificate, should also be compelled to pass examination before this government board. In this way no person will be allowed to make an official statement unless licensed to do so. It seems to me that the above recommendations would carry out more fully the matter of uniformity and also permit of appeal to the regular appeal com'ite more easily than by having government boards stationed at different sections of the country.

It is absolutely necessary to have uniformity of grades, for if the Pure Food Department is to have authority to seize grain not graded in accordance with the rules, you can readily see to what risks the dealer is subjected.

This seems to me to be a feasible plan to start from. It continues the boards of trade and state inspection departments as at present, after having the men licensed. They have to pass a federal examination. It therefore produces uniformity in grading for intrastate as well as interstate shipments of grain. You avoid the conflict of state and federal authority. It also takes care of the small point, the point that does not handle the 7,000,000 bus. required in the New Orleans resolution. I think that this arrangement would not disturb the inspection departments as they now exist. We would continue as we do now with quicker appeal and no red tape.

E. M. Wayne, Delavan, Ill.: In regard to these small towns, how would you pay the inspector? Would he be a government employee?

H. L. Goemann: He could be paid by the board of trade or out of the inspection fees. He would not be a government employee, but would be licensed by the government.

Walter K. Woolman, Philadelphia: How about shipments from country points to country points not passing thru a market having an established inspection department?

H. L. Goemann: Such grain would have to be sold by sample.

Pres. Jones: The suggestion was made that the government should have an office in each of the markets where there are at present inspection departments, those offices to be in charge of competent supervisors. These offices would work as an instructor to the end of getting the inspectors lined up in their views. A great many cars of grain are graded wrongly by honest error or by a difference of opinion. The supervision should be brot close to your market, with the Sec'y of Agriculture as the final appeal.

H. L. Goemann: I would much rather take the majority opinion of an appeal board than the opinion of a technical chemist, who might or might not be a practical grain man.

Pres. Jones: Do you think that an appeals com'ite, composed as in Chicago of three busy men, without facilities for making proper determinations as to moisture content or for getting analyses, would be apt to give as close supervision to the inspection as a man right there all the time, who was making examinations and testing and keeping in touch daily with the inspection department? I have in mind a certain city where the government has established a laboratory, and the government experts inspect a large proportion of the cars arriving at that

market. They then submit their results to the board of trade inspection department for the purpose of voluntary comparison. At first a great many differences were found; but after a time the number of differences steadily became smaller, and on many days the two inspection forces agreed on every car.

H. L. Goemann: I am afraid your system is getting too close to government inspection, which I want to avoid. Under my system you would have government instruction, government examination, government licenses and government supervision, but not government inspection.

Pres. Jones: Do you think that supervision by traveling supervisors would be as good as supervision by a resident man with the facilities at hand for making the necessary tests?

H. L. Goemann: I would prefer to rely on the traveling man, who is acquainted with all of the markets and not limited in experience to a single market.

Jas. L. King: Suppose you guaranteed corn to grade under Toledo inspection and weights and to arrive cool and sweet, and it did not arrive cool and sweet, what recourse would the buyer have?

Pres. Jones: That is a matter of private contract, and you would have to observe the terms of your contract. No inspection law or regulation can alter that.

C. P. Pierce, Chicago, presented as an expression of his personal views and not the views of the Chicago Board of Trade delegation a resolution providing for the establishment of Federal Inspection offices.

Pres. Jones: I would give \$100 if Mr. Dorsey could have heard this resolution. Here is a member of one of the country's largest markets offering to grant whatever the shipper wants. Many grain men, who have not kept up with the times, have the conviction that the grain exchanges are bitterly opposed to federal supervision in any form.

Geo. Aylsworth: The important idea of Mr. Goemann's plan is that this be individual supervision and that every man who inspects grain in interstate traffic should be licensed by the federal government. The idea I had in mind was that the government commission should not be appealed to on any particular car or cars; but if any grain inspector or member of an appeal board showed, after watching, that he was incompetent, his license would be revoked.

I would like to offer the following resolution:

Geo. AYLSWORTH'S RESOLUTION.

RESOLVED: That it be the sense of this meeting that our com'ite on legislation be authorized to draw up and work for the passage of a bill by Congress that will give us supervision of the inspection departments and inspectors insofar as those departments are inspecting grain on which standards have been established by the government, with the idea that the inspectors, members of appeal boards, and everyone who has authority to issue an inspection certificate for grain that goes in interstate traffic must be licensed by the government so to do. Further, be it

RESOLVED, that it be part and parcel of this bill that the government be empowered to investigate and to co-operate with all of the existing departments of inspections, and that it have the power alone to revoke such licenses.

In this way you would have the inspection departments managed, so far as fees are concerned, by your chamber of commerce, board of trade, or state, as the case may be, the same as you do now.

John M. Dennis, Baltimore: The Food and Drugs Act has never been thoroly tested out in the case of grain in its natural state; and we in Baltimore do not believe it would stand, if tested. We in Baltimore ask not to be shoved into government inspection or supervision. We do not want it and do not need it.

H. H. Bingham, Louisville: In reference to Mr. Pierce's paper, we came here to assist in formulating a proposed law with reference to federal supervision, and we have no power now to discuss government inspection, and we would not want to do so if we had the authority.

J. B. Magee: We have had several plans presented by Mr. Goemann, Mr. Pierce, Mr. Aylsworth, and the New Orleans resolution. I move that a com'ite be appointed, to consist of Messrs. Goemann, Pierce, Aylsworth, Grimes and Forbell to attempt to harmonize the features of all of these plans and to report back to this meeting in one hour.

Walter K. Woolman: I object to Mr. Pierce's resolution. This meeting was called, as I understand it, to discuss some legislation covering government supervision, and I object to government inspection being brot in.

Pres. Jones adjourned the session at 4:15 p. m., to reconvene at 5 p. m. The hotel management insisted that the Ass'n give up the Red Room, and the meeting moved to a room on the mezzanine floor. On account of this change and a slight delay in getting the report of the special com'ite, Pres. Jones decided to postpone further action until the following day.

TUESDAY MORNING SESSION.

The session was opened at 9:50 a. m., Dec. 9.

Pres. Jones: We will now hear the report of the special com'ite.

H. L. Goemann: I beg to report as follows:

COM'ITE'S RECOMMENDATIONS.

We recommend the passage of a federal law establishing a government commission under the jurisdiction of the Sec'y of Agriculture, which commission shall be empowered to grant licenses to all grain inspectors who may be employed by recognized inspection departments to grade grain that has been or will be standardized by the government, that goes into interstate commerce.

Inspectors so licensed must be compelled to pass an examination by the commission as to their ability to judge grain correctly according to the standards established by the United States Department of Agriculture.

As in every market there is an appeal com'ite under the rules of the board of trade of chamber of commerce or state law, all members of such com'ites shall be required to pass the same examination as that passed by inspectors. This then would compel the correct grading of the grain in accordance with the rules and regulations of the boards of trade, chambers of commerce or state inspection departments.

All persons issuing statements or certificates which are to be accepted as certifying to the moisture contents of any shipments of grain, or which in any way certify to the grade of grain covered by such statement or certificate shall also be compelled to pass such examination and be licensed accordingly.

All certificates of inspection of grain shipped in interstate commerce must bear the signature of a government licensed inspector and such certificates shall be accepted as final.

The commission shall have the power at any and all times to revoke the license of any inspector or member of an appeal com'ite that may be in their opinion incompetent.

H. H. Bingham: I move you that the convention adopt this report.

E. H. Culver, Toledo: I am here for the inspectors' interests and the Toledo

market. This report ought to specify what kind of an examination the inspector is to pass, whether as a chemist or a grain inspector. If you leave the matter open, you are hanging yourselves.

The inspectors in their organization tried about five years ago to establish this license matter. The exchanges accused them of endeavoring to establish a monopoly or unionizing inspection. They are now unionizing the inspectors themselves.

I do not believe there are over five men in entire America connected with an inspection department at present who could stand an examination as to the chemistry of grain. It ought to be specified in that report what that examination should be, and stated very specifically.

H. L. Goemann: I want to call Mr. Culver's attention to this section: "Inspectors so licensed must be compelled to pass an examination as to their ability to judge grain correctly according to the standards established by the U. S. Department of Agriculture." That does not say that he should chemically analyze the grain. Furthermore, we cannot specify and write into the law all of these details. We must leave them to the government. Further on we have: "This, then, would compel the correct grading of the grain in accordance with the rules and regulations of the boards of trade, chambers of commerce or state inspection departments." I think that gives ample protection.

Pres. Jones: There is one thing I want you to dwell on, and that is the provision that all certificates covering grain in interstate commerce must bear the signature of a government-licensed inspector.

E. H. Culver: That makes it obligatory to have all grain inspected, whether it be salvage grain or any other grain. I think it is a good thing.

A. E. Reynolds: Do you consider there is anything in that report that could be construed as compelling all grain in interstate commerce to be inspected?

H. L. Goemann: No, sir.

A. E. Reynolds: That is the great objection to the McCumber bills.

E. M. Wayne: That particular clause seems to me to interfere with the handling of grain from a country point in one state to a country point in another state. I am shipping grain into Missouri which is sold on my own inspection. Under the proposed plan, I would have to get a license from the government to inspect my own grain. Even a statement of the grade of the grain made on an invoice would be regarded as an inspection certificate.

H. L. Goemann: If specific car numbers were given, I think, technically speaking, that such a statement would be regarded as a certificate.

Geo. Aylsworth: The intention of that clause is to take care of the commerce between points where there are no recognized inspection departments. If the seller should offer the buyer an inspection certificate, the buyer would know that the inspector who made out that certificate must be regularly authorized by the national government and is competent.

J. C. Vincent, Baltimore: How is that government commission to be composed—of politicians or practical grain men?

H. L. Goemann: You cannot take away from the government the power to appoint that commission. I am willing to leave that detail to the Legislative

Com'ite to be thrashed out at Washington.

A. E. Reynolds: Suppose we insert in the first paragraph the word "public," making it read "which commission shall be empowered to grant licenses to all public grain inspectors." Also in the fourth paragraph, omit the words "statements or," making it read: "All persons issuing certificates which are to be accepted . . . or which in any way certify to the grade of grain covered by such certificate shall," etc. This will obviate Mr. Wayne's objection.

The law will have to be so drawn as not to compel all grain to be inspected. A large part of the grain sold is not subject to inspection. Neither the grain trade nor the government will stand for any plan that will force the grain thru the large markets or that will in any way restrict the free movement of the grain. This is a cardinal principle of the whole business.

H. L. Goemann: The whole agitation was started by the government to protect the buyer. You are trying to evade the protection of the buyer, which the government is determined to establish. Ninety-nine per cent of the grain sold in this country is no grade.

Geo. A. Wells: Under this resolution, all inspectors are licensed. The country shipper would come under this requirement and would have to pass an examination. How many country shippers could pass such an examination?

J. C. F. Merrill, Chicago: The government has been working on the corn grades for seven years and is determined to take jurisdiction over the matter. There are three things to be considered in this matter:

First, the appointment of the supervisors. Shall the supervisors be appointed by civil service? The government is committed to this method of filling its positions and will undoubtedly adopt it in appointing supervisors.

Second, the uniform application of the rules. This would require that all existing inspection authorities be brought to exactly the same level. The greatest difficulty in inspection is getting a number of men to apply the same rules in the same manner. In Chicago we were obliged to change from track inspection to office inspection in order to obtain this result.

In order to obtain uniformity under federal supervision, the supervisors should not remain in any one market more than two weeks, so that they would be constantly moving and carrying the same application of the standards from one market to another. To leave any three men in Chicago indefinitely and three other men in St. Louis indefinitely will result in a lack of uniformity.

The third requirement is that grain inspected under federal supervision must be free from federal interference. To gain this I should provide in that law that all existing inspection authorities consenting to this supervision and coming under its control shall thereby be authorized to issue certificates of inspection which shall free the grain so inspected from federal interference while in interstate commerce. This would compel the exchanges to keep up their inspection departments to a standard satisfactory to the government, because they could not operate under the ban of not being able to issue certificates. Shippers would not send their grain to a market that could not protect it from seizure by the government. In this way self-interest, the most

powerful of human motives, would work to force the exchanges into accepting federal supervision and meeting the federal requirements.

E. M. Wayne: The supervision that you indicate, Mr. Merrill, would not place the man in the country under any supervision.

J. C. F. Merrill: The supervision could only be of existing inspection authorities; it does not create inspection authorities.

H. L. Goemann: Uniformity would more likely be obtained by a small board of, say, five supervisors, traveling from market to market, than by fifty or more supervisors stationed at various markets.

Pres. Jones: Do I understand that you will have only three or four supervisors for the entire country?

H. L. Goemann: The supervisors could appoint deputies if necessary.

A. E. Reynolds: There might be some disagreement as to the exact meaning of the com'ite report; but I believe it is the consensus of opinion that we want the very freest movement of grain and want no system of supervision established that will divert it to established grain centers.

C. A. Magnuson: The seller must also be a buyer. All the government wants to do is to make the seller treat his buyer in exactly the same manner as he wants to be treated when he is a buyer. I believe that the Legislative Com'ite can take this report and use it as a groundwork for getting a law that will be satisfactory.

A. E. Reynolds: We need money to attend hearings and to get witnesses to attend. We cannot ask a man to come to Washington to testify at his own expense.

This meeting was called for the purpose of giving the Legislative Com'ite an opportunity to hear the views of the trade and to get information on what kind of a law would satisfy them. That has now been accomplished. I do not think that we should adopt any further resolutions, because they will only tie the hands of the com'ite in negotiating at Washington and will bob up at the most unexpected times to embarrass us.

Watson S. Moore, Duluth: The request of the Legislative Com'ite is a reasonable one. I move that we now leave the matter in the hands of the com'ite and adjourn.

Pres. Jones: The Legislative Com'ite received its instructions at New Orleans. This is not a convention and cannot change those instructions. As the Legislative Com'ite is now satisfied that it is in a position to proceed with its work, the object of this conference has been accomplished.

L. W. Forbell: I wish to call the particular attention of the Legislative Com'ite to the fact that the export trade must be given the protection which is necessary and which is demanded.

J. C. Vincent: Baltimore is not here to agree to anything on the question of supervision because this supervision is based on the tentative grades proposed by the Agricultural Department. We are opposed to those grades and therefore opposed to federal supervision.

The motion that the matter be referred to the Legislative Com'ite was carried unanimously.

Pres. Jones thanked those present for attending the conference and taking so active an interest in the discussion.

AMONG THOSE IN ATTENDANCE WERE:

Cairo: H. S. Antrim, J. B. Magee.

Chicago: E. G. Brown, W. S. Dillon, Lowell Hoyt, W. M. Hopkins, J. C. F. Merrill and C. B. Pierce, representing the Board of Trade. James Bradley, George S. Dole, P. S. Goodman, W. M. Hirschy, E. F. Rosenbaum, Israel P. Rumsey, P. H. Schiffin, M. L. Vehon.

Peoria: Peter Casey, W. T. Cornelison, C. C. Miles, Fred Mudge, A. G. Tyng, Adolph Woolner, jr.

Illinois: J. M. Allen and H. I. Baldwin, Decatur; R. C. Baldwin, Bloomington; F. S. Petz, Cerro Gordo; J. E. Collins, Atwood; J. A. Montelius, Piper City; J. C. Ralston, Caledonia; J. C. Roe, Hayes; Sec'y S. W. Strong, Urbana; E. M. Wayne, Delavan.

Indiana: Chas. A. Ashpaugh and T. A. Morrisson, Frankfort; A. E. Reynolds, Crawfordsville; Sec'y Chas. B. Riley, Indianapolis; J. W. Sale, Bluffton; P. E. Goodrich, Winchester; M. L. Conley, Frankfort.

Iowa: N. S. Beale, Tama; Geo. A. French, Cherokee; M. McFarlin, Des Moines; W. J. Ray, Colo.; Sec'y Geo. A. Wells, Des Moines.

Louisville, Ky.: H. H. Bingham, R. L. Callahan, Garnett S. Zorn.

Baltimore, Md.: John M. Dennis, J. Collin Vincent, Geo. W. Jackson.

Detroit, Mich.: T. W. Swift.

Duluth: Charles F. MacDonald, Watson S. Moore.

Minneapolis: Edward J. Grimes, C. A. Magnuson and Chief Grain Inspector F. W. Eva.

Kansas City: Geo. A. Aylsworth, C. W. Lonsdale, D. F. Piazek, James N. Russell, John M. Fennelly.

St. Louis: John L. Messmore and Marshall Hall.

Omaha, Neb.: E. S. Cowgill, E. P. Peck.

Buffalo: Nesbit Grammer, Fred E. Pond.

New York: L. W. Forbell, W. C. Mott.

Toledo: Sec'y John F. Courcier, Chief Inspector E. H. Culver, Henry L. Goemann, Chas. Quinn.

Ohio: H. S. Grimes, Portsmouth; H. S. Heffner, Circleville; J. W. McCord, Columbus.

Philadelphia: James L. King, Frank E. Marshall, Walter K. Woolman.

Pittsburgh: J. A. A. Geidel, William Leubin.

Nashville, Tenn.: W. T. Hale, Jr., T. E. Gillette, Jr., E. M. Kelly, Chas. D. Jones, R. H. McClelland, J. B. McLemore.

Milwaukee, Wis.: Wallace M. Bell, Chas. A. Krause, D. G. Owen, H. M. Stratton.

Ohio Corn Boys Entertained.

One thousand prize-winning corn growers filled six special trains that arrived at Pittsburgh, Pa., Dec. 2, en route to Washington to see the capitol and President Wilson. One train pulled into Pittsburgh from Van Wert with 309 aboard, one from Toledo with 125 aboard, one from Cleveland with 70 aboard, one from Columbus with 200 aboard, one from New Paris with 170 aboard and one from Cincinnati with 131 aboard, or a total of 1,005. The delegation was met at the Union Depot by a com'te of the Pittsburgh Grain & Hay Exchange consisting of Mr. H. G. Morgan, Mr. Ren. Martin and Mr. J. A. A. Geidel.

The entire party breakfasted at the Fort Pitt Hotel from where they were escorted to the Pitt Theater, where addresses were made by H. G. Morgan on behalf of the Grain & Hay Exchange, James E. Porter on behalf of the Ohio Society and A. J. Diebold, president of the Commercial Club. The addresses were interspersed by orchestral music on the new Hope-Jones Unit Orchestra by Prof. Frank R. White.

After the entertainment at the Pitt Theater the entire delegation headed by the Hicksville Boys' Band visited the H. J. Heinz factory, where several addresses were made and refreshments were received and the entire delegation then marched to the Union Depot, where the trains were again boarded and the delegation moved on to Harrisburg, Pa., running east in four sections.

Iowa Dealers Meet at Cedar Rapids.

A meeting of Iowa Grain Dealers was held on the afternoon of Dec. 3 in the Hotel Montrose, Cedar Rapids, for the purpose of discussing the advisability of a limited federal supervision of grain inspection.

Sec'y Geo. A. Wells of the Ass'n presided and led the discussion. He said: For some time the Government has been conducting an investigation as to the relative carrying qualities of corn of different moisture content.

This resulted in the Government proposing 17½% as the proper moisture content for No. 3 corn whereas the trade has been accustomed to 19% moisture for No. 3 corn.

At New Orleans, the Merrill resolution substituted the word "Standard" for the Government's No. 3 grade and allowed 19½% moisture for No. 3 corn. This resolution seems to have found favor with all branches of the trade, as also the Dept. of Agriculture. No more can be done and the whole matter is up to Sec'y Houston.

We now are confronted with the proposition of supervising this inspection. Sec'y Houston has asked the Grain Dealers' Nat'l Ass'n to propose a law for the enforcement of rules promulgated for inspection of corn.

The question now is, do we want inspection enforced under Pure Food and Drugs Act? Do we want Federal Inspection or would it be better to have a limited Federal Supervision?

I have never been able to find where the Pure Food and Drugs Act was designed to apply to raw products of the soil, altho Dr. Wiley thot it so applied.

Mr. Jackson, Cedar Rapids: Does the Government expect country dealers to buy grain by its grades?

Sec. Wells: If this were the case endless expense and complications would result and any country shipper could ask a Government inspector to come to his place of business. Senator McCumber is always ready with his Federal Inspection bill but under his bill, only interstate shipments will be affected. Country dealers as a rule are satisfied with present system but since the Government is into this work it would appear that limited Federal supervision is desirable.

Boston and Baltimore grain exchanges will resist any changes being made. They are heavy exporters and Baltimore dealers insist that foreign buyers do not object to the grades of corn sent them.

B. F. Vorhes, Liscomb: At present inspection methods are the bone of contention between receiver and shipper. I feel that the state of the market has too much influence on the grading of grain. I have a moisture tester and when the markets are steady, my tests are the same as the destination tests, but where the market goes against the purchaser, the inspection tests are always in favor of the receiver and do not agree with my tests.

J. Schonborn, Centerdale: I agree with Mr. Vorhes as I have had the same experience.

Those present voted in favor of a limited Federal supervision of inspection.

Sec. Wells: I received a complaint from a shipper who had about 20 bus. of dirty wheat in the door of his car. The car was graded according to the dirty wheat found in door. A letter to the inspector at Chicago about the matter brot forth the reply that the purchaser of such a car of wheat was given

the benefit of the grade of the 20 bus. as he must have some allowance for possible damage to his mill machinery by dirt in the wheat.

Oats cars are usually loaded too full. Car door inspectors are bound to follow and at the door are always found light oats. Do not load your oat cars so full and leave room for the inspector to get into the car and get average samples of your oats.

Sec. Wells: I have received some complaints and claims for delayed telegrams. There is no question but what the telegraph company is responsible for delays and mistakes under the laws of Iowa when they are not interstate messages.

On interstate messages, the conditions on the back of the blanks may relieve the telegraph companies from liability but no case has gone to the U. S. Supreme Court. In the absence of a federal law, the state law may possibly hold.

It may be of interest to those who use city scales that if you are caused loss and damage by the inaccuracy of the city scales, you have no cause for action against the city. Your only chance for recovery lies against the weigher and his bondsmen.

Under the present law if you buy oats at 33 pounds per bushel or corn at 75 pounds, you are criminally liable. The legal weights are 32 pounds for oats and 70 pounds for corn.

If you buy grain by written contract and state in it 33 pounds or 75 pounds per bushel, you are free from prosecution. Verbal contracts with witnesses are no good.

On all checks in payment of grain you had best insert "Agreed pounds per bushel."

The provisions in the Bs/L calling for the filing of claims within four months is legal and binding on shippers. Shippers want 6 months and I believe the railroads will grant the extension of time.

W. F. Harris, Williamsburg: In how many towns in Iowa do railroads employ men to cooper cars?

Sec. Wells: I do not know of any.

W. F. Harris: I understand that at Washington, Ia., the three railroads employ a man to cooper cars.

Sec. Wells: Under the Carmack amendment railroads may transfer suits for small claims from the lower courts to the federal courts and thus open the way for expensive litigation. Senator Kenyon has introduced a bill to correct this injustice.

Under Western Trunk Line agreements all railroads have a rule, which is law when so published, stating that on all claims for loss in transit, ⅓ of 1% on small grains and ¼ of 1% on corn must be allowed for natural shrinkage.

Mr. Jackson: According to a recent issue of the Grain Dealers' Journal, the C. M. & St. P. is not a party to this agreement.

In the absence of further business the meeting adjourned.

Imports and Exports of Beans.

Beans amounting to 628,472 bus. were imported in the nine months prior to Oct. 1; compared with 907,264 bus. imported in the corresponding period of 1912. Exports of beans and dried peas during the nine months prior to Oct. 1, included 248,785 bus. of domestic origin and 234,633 bus. of foreign origin, compared with 220,946 bus. of domestic origin and 182,512 bus. of foreign origin exported in the corresponding period of 1912, as reported by O. P. Austin, chief of the Bureau of Statistics.

Indiana Shippers at La Fayette.

A meeting of Indiana grain shippers was held in St. Nichols Hotel, La Fayette, Ind., on the afternoon of Nov. 28, about 30 dealers being present. The meeting was a great success.

C. B. Riley, Sec'y of the Indiana Grain Dealers' Ass'n, called the meeting to order and stated that a number of local meetings had been held for the purpose of learning more about the corn situation. He said further that many discouraging reports were being heard from Illinois and southern Indiana, and that it was of vital importance to those present to learn just what local conditions were and to discuss ways and means of handling poor corn. He then called on those present for their views.

D. L. Brookie, Frankfort, Ind.—I have several stations, one being Tefft. Corn average, 50 bus. Paying 58 cts. for 75 lbs. One field 300 acres averaging 100 bus. Wheat fine; acreage largest ever sown.

Millard Cassell, Dayton.—East of us, corn average 20 bus.; south of us, 35 bus. Quality poorest ever had. Not fit to handle now. Paying 59 cts. for 75 lbs. It takes 76 lbs. ear corn to make a bushel of shelled corn. Corn worse now than two weeks ago. Wheat fine and increased acreage.

Robert Alexander, Buck Creek.—Corn will be good when dry and easily go No. 3. Paying 59 cts. for 75 lbs. Wheat good; acreage increased 20%.

Bert Page, Mellott.—Shipped one car corn; all will grade No. 4. Average, 27 bus. Paying 59 cts. for 75 lbs. Wheat never better; acreage increased 20%.

Jesse Summers, Ambia.—Corn damp, shipped one car, grade sample. Average 35 bus. corn damp but well matured and will grade later on. Paying 60 cts. for 75 lbs.

Wm. Foresman, La Fayette.—Handled very little corn. Average 30 bus. south of here. Need cold weather. Heard of one farmer whose corn in crib smelled so bad that the odor was easily detected in his home. Farmers should sort corn.

C. M. Kerlin, Delphi.—Wheat condition 150% as compared with last year.

Cloyd Loughry, Monticello.—Corn fine as ever raised if we get cold weather to dry it. Paying 80 cts. per hundred. Corn average 45 bus.; none rotten. Wheat condition 150%; acreage increased 40%.

W. A. Gray, Kirkpatrick.—Corn good but wet. Average 45 bus., paying 59 cts. Farmers not selling. Wheat fine and acreage increased.

Robert Barr, Chalmers.—Corn test on 3 cars shipped 21.8%. Need better weather. Average 40 bus. Paying 59 cts. for 75 lbs. Husking 95% done. No corn heating. Wheat looks fine and acreage about same as last year.

Robert Bell, Brookston.—Corn good, but wet. Average 40 bus. Paying 59 cts. for 75 lbs. Farmers will sell if weather improves.

Edward Taylor, Montmorenci.—Corn not fit to move. Average 30 bus. Will have much soft corn and dealers better be careful or they will lose money. Paying 59 cts. Farmers will sell as soon as we will take corn.

Frank Kelly, Remington.—Shipped 8 cars new corn. Quality good; no rotten or sappy corn. Average 50 bus. Made 20 moisture tests and all tested 20% or better; just need cold weather. Paying

58 cts. for 75 lbs. Farmers will sell, as they need money.

J. Doan, Boswell.—Corn average 35 bus. Quality good. Paying 59 cts. for 75 lbs. for December delivery. Farmers will sell. Have one report of corn heating in crib. Practically no wheat sown.

M. M. Kennedy, Templeton.—Timber land corn all dry, average 36 bus. Farmers will sell at 60 cts. Paying 59 cts. for 75 lbs.

C. W. Graff, West Lebanon.—Corn average 35 bus. Quality poor. Paying 58 cts. for 75 lbs. Wheat good but acreage small.

J. W. McConnell, Swanington.—Corn quality good but damp. No frost-bitten corn. No heating in cribs. Average 35 bus. Paying 59 cts. for 75 lbs.

Geo. Thomas, Chalmers.—I am a practical farmer and have 725 acres of corn which will average 50 bus. Corn well matured; no heating in cribs. All farmers should raise smaller corn, such as Wabash yellow dent. Farmers who need money will sell; others will carry it over.

A. E. Reynolds, Crawfordsville.—I am glad to see Mr. Thomas here and wish more farmers would come to our meetings. At Reynolds corn is good and at Smithson it was never better. Around Crawfordsville it is very spotted. The farmer is governed by commercial conditions. These conditions are good as the larger banks are optimistic. Local banks in some cases are timid.

Much of our money has gone to Canada because of heavy importations of oats. Banks look with favor on loans to grain dealers as they think grain storage certificates good security.

We have been busy in legislative matters and have talked tentative corn grades at New Orleans and Washington. We believe the Government will not change the commercial grade of corn as at present constituted, viz., 19½% moisture for No. 3 corn.

We wish all dealers to meet with us in Chicago, Dec. 8 to discuss Government supervision of grades on corn. We don't want Government inspection as that involves too much politics.

Bert Boyd, Indianapolis.—I am glad to hear these optimistic reports, as we have been hearing very discouraging reports at Terre Haute and Danville. Some corn millers are instructing agents at their country stations to quit taking in corn, as the quality is too poor. I have a letter from a dealer whose farmer customer has corn which is rotting in the field. He asks for information as to the best way to handle it. What do you men say?

Jesse Summers.—We shipped rotten corn one year and got within 7 cts. of good corn.

Chas. McEwan, Indianapolis.—From my experience with the corn Mr. Boyd describes, I would say that the man should leave the corn in the field until the weather freezes up. He should then husk the corn, sort it and ship it in the ear to a southern Illinois feeder. He will realize more out of his corn by doing this than he would if he shelled it and shipped it to some market.

Robert Barr.—I think receivers should have a graduated scale of discounts. I do not think it fair that the full discount for No. 4 corn be taken when my corn tests just over the line for No. 3 corn.

Sec. Riley.—That is a matter that is bound to be settled sooner or later, and I believe as soon as the tentative Government grade problems are properly set-

tled that some form of adjustment for this contention between receiver and shipper will be presented.

Jesse Summers.—I think all shippers should be unusually careful this year, as the chances are that much corn will spoil in the cribs and they should take this into consideration when they buy the corn from the farmer.

Bert Boyd.—Many shippers do not send their bills of lading to us in time. The R. R.'s try to send the corn to us promptly and frequently the cars get to the market before the papers arrive. A delay of two or three days is a serious thing for this new corn. Dealers should see that their banks send bills of lading direct to the market in question and not send it to three or four banks before landing at the proper destination.

Sec. Riley.—If there is nothing further the meeting stands adjourned until such time as another meeting is desired. The next regular meeting of the State Ass'n comes in January.

Those present were: C. B. Riley, Bert Boyd, and Chas. McEwan, Indianapolis; D. L. Brookie, Frankfort; Millard Cassell, Dayton; Robert Alexander, Buck Creek; Bert Page, Mellott; Jesse Summers, Ambia; Wm. Foresman, La Fayette; Bennett Taylor, La Fayette; C. M. Kerlin, Delphi; Mr. Rothenberger, Delphi; Cloyd Loughry, Monticello; W. A. Gray, Kirkpatrick; Robert Barr, Chalmers; Robert Bell, Brookston; Edward Taylor, Montmorenci; Frank Kelly, Remington; J. Doan, Boswell; M. M. Kennedy, Templeton; J. W. McConnell, Swanington; Geo. Thomas, Chalmers; A. E. Reynolds, Crawfordsville; C. W. Graff, West Lebanon; Sam Erskine, West Lebanon; C. A. Rouse, Gen. Agt. Erie R. R., Indianapolis.

THE FIRST shipment of Canadian oats ever made to the Kansas City market was recently sent by a Calgary, Alta., grain man

Pres. Wilson Urges Rural Credit System.

Pres. Wilson in his annual message to Congress, delivered on Dec. 2, urged that laws be passed establishing a rural credit system which would enable the farmer to borrow money at as advantageous rates as the merchant or the manufacturer. The Rural Credits Commission, which was sent abroad to study the rural credit systems in various European countries, will soon make its report, and the President is of the belief that upon receipt of this report Congress should enact the required legislation.

On the subject of co-operative marketing, President Wilson said: The agricultural department of the government is seeking to assist as never before to make farming an efficient business, of wide co-operative effort, in quick touch with the markets for foodstuffs.

Trust legislation will receive attention in a separate message to be sent to Congress later. In his present message, Wilson says:

"It is of capital importance that the business men of this country should be relieved of all uncertainties of law with regard to their enterprises and investments and a clear path indicated which they can travel without anxiety. It is as important that they should be relieved of embarrassment and set free to prosper as that private monopoly should be destroyed."

Seeds

Ladora, Ia., Dec. 6.—Seed crop good; shipped 5 cars timothy seed.—Ladora Lbr. & Grain Co.

The Kiest Milling Co., Knox, Ind., recently installed seed cleaning machinery in its new warehouse.

The Weiser-Shoemaker Seed Co., Cincinnati, O., recently changed its corporate name to the Shoemaker Seed Co.

A seed contest will be held Jan. 8 and 9 at Madison, Wis., at which prizes aggregating \$1,000 will be given for the best samples of sheaf and seed grain and forage plants.

Thirteen carloads of popcorn, totalling 2,400 bus., were recently shipped by Sherman Havens, Shelbyville, Ind., to the Albert Dickinson Co., Chicago, Ill., the selling price being \$3.75 per 100 lbs.—C. L.

Marquis wheat weighing 71 pounds to the bushel was received at Chicago recently. It was grown by Paul Gerlach, Allan, Saskatchewan, and won first prize at the recent Dry Farming Congress at Tulsa, Okla.

Kansas this year produced 476 bus. of buckwheat, 240,485 bus. of flaxseed, 6,020,550 lbs. of broom corn, and 90,856 lbs. of millet and Hungarian grass seeds, according to F. D. Coburn, sec'y, State Board of Agriculture.

"Farmers in the east have sown less clover seed the past few years due to the high prices and more timothy, than ever before. They will continue to do so as long as they can buy timothy seed so cheaply." So writes a New York seed house to C. A. King & Co.

Huron, O., Dec. 6.—Much more clover seed than last year; quality good; many farmers gathered for their own use rather than take chances to buy while others have gathered to sell; are holding some at present. Not much timothy seed.—H. J. Merthe.

Alfalfa will be planted on the right of way of the Chicago, Burlington & Quincy Railroad. The company will lease its right of way for this purpose to adjoining farmers at a nominal rental, and hopes thereby to improve the appearance of its road, to reduce the fire hazard, eliminate the weed nuisance, and educate the farmers to the value of alfalfa.

An Indiana seed dealer writes C. A. King & Co. that "several Indiana seed dealers are paying fully 25c a bus., f. o. b. shipper's station, more than on track, Toledo prices, for clover seed. We are told farmers are holding considerable seed back. Nearly every country dealer has some seed reserved for spring trade. We question whether prices ultimately will rule a great deal higher than at present."

December weather agreed with clover seed prices, which touched the highest point of the present crop, making a substantial advance for the week. The big fact in clover seed is the farmers' reluctance to sell. Bears who were talking \$6 seed two months ago have joined in the \$10 chorus. Light receipts are working for the bulls. Stocks are little more than half as large as a year ago on a crop generally considered the largest in the past five years.—Southworth & Co.

Golden flax, about which Canadian farmers have become enthusiastic, is not as drouth-resisting nor as wilt-resisting as

brown flax. It gives oil yields as high as 26 pounds to the bushel; compared with 18 pounds, the average yield from brown flax; but it also produces the smallest percentage of cake per bushel of any variety grown in America. Brown flax is adapted to American conditions, and in the long run will be found more profitable than golden flax, Armenian flax, Indian white flax or Chinese white flax.

Imports of seed into this country during the quarter year ended June 30 were as follows: castor beans or seeds 245,201½ lbs., flaxseed 1,073,002 bus., alfalfa 2,171,658 lbs., alsike 189,052 lbs., crimson clover 1,104,719 lbs., red clover 446,989 lbs., white clover 9,760 lbs., all other clovers 596,400 lbs., hairy vetch 483,125 lbs., spring vetch 42,579 lbs., all other grass seeds 1,106,929 lbs., hemp 1,090,963 lbs., and rape 726,828 lbs. From the above figures, it will be seen that total imports of all grass seeds during the quarter were 6,151,211 lbs.

Cincinnati received during November 9 bus. flaxseed, 37,317 lbs. broomcorn, 4,710 bags clover seed, 9,901 bags timothy seed, and 13,850 bags other grass seeds; and shipped 2 bus. flaxseed, 26,010 lbs. broomcorn, 1,663 bags clover seed, 1,808 bags timothy seed, and 12,790 bags other grass seeds. During November, 1912, Cincinnati received 2,226 bags clover seed, 3,246 bags timothy seed, and 29,759 bags other grass seeds; and shipped 1,556 bags clover seed, 1,596 bags timothy seed and 12,963 bags other grass seeds.—Wm. Culkins, Supt. Chamber of Commerce.

London, Eng., Nov. 24.—Steady business passing in spring sowing seeds. Useful crops of English and foreign red clover, good samples, reasonable prices. White clover: fair crop of English seed, good prices. Alsike, fine crops of English, Canadian and Continental seed, good samples, fair prices. Province lucerne, also timothy, fair crops, moderate prices. In grasses: beautiful samples of French-Italian, Irish-Italian and perennials, prices cheap but firm. Cocksfoot, fine yields, Danish and New Zealand seed, good samples, reasonable prices.—John Picard & Co.

The Asparagus or Yard-long bean and the Jack bean have been given new and fancy names by unscrupulous seed dealers; and sold to farmers at extravagant prices on the claim that they were wonderful crop producers. The Asparagus bean has been renamed the "Shahon pea" and the Jack bean has been advertised as the "Giant Stock Pod Bean" or the "Wataka bean." The United States Department of Agriculture has investigated both plants and found that the Shahon pea is neither as heavy a producer nor as valuable a forage plant as the ordinary varieties of cowpeas. The jack bean, or the "Wataka bean" will produce enormous yields, but the beans are not relished by stock and are useless.

Imports of seeds during the nine months prior to Oct. 1 included 2,967,513 bus. of flaxseed and 15,725,881 lbs. of clover seed; compared with 7,285,761 bus. of flaxseed and 29,576,742 lbs. of clover seed imported during the corresponding period of 1912. Exports during the nine months included 3,131,278 lbs. of clover seed, 9,709,636 lbs. of timothy seed, and 283,058 bus. of flaxseed, compared with 901,551 lbs. of clover seed, 1,969,575 lbs. of timothy seed, and 4,280 bus. of flaxseed exported in the corresponding period of 1912. Exports of foreign seeds during the nine months prior to Oct. 1 included 1,810 lbs. of clover seed and 168 bus. of

flaxseed; compared with no clover seed and no flaxseed exported during the corresponding period of 1912, as reported by O. P. Austin, chief of the Bureau of Statistics.

In reference to the indictment at present against us would say we deny that we have ever used the mails to defraud any customers in any manner whatsoever. We point to the fact that we and our ancestors have been in the business for more than fifty years; that our business is prosperous and that our customers are satisfied is the best proof of the fairness of our business methods. The charges against us were prompted by strong and grasping competitors, whose hirelings have hounded us for years and resorted to the most contemptible methods to shake the confidence of our trade. This matter will be tried out in the courts and we confidently believe that the verdict there rendered will vindicate our good name. In the meantime our business standing is unimpaired and we are enjoying a better trade than ever before.—Rosenberg & Lieberman.

Clover seed made a new high record this week. It went so fast thru the \$9 mark that even the bulls could not stop it. Has it gone up too fast and too far to keep it healthy? Some bulls who bought early in the season added to their lines this week playing on velvet and building pyramids. Sometimes these pyramids fall rapidly when they begin to tumble. Bears are a little disfigured but still in the ring. The rapid advance and high marks recorded made some of them dizzy, but some keep feeling for the top and feel that it is not far away. Speculators pure and simply get too enthusiastic. The bulls have the fever now. The bears had it some time ago when seed went to \$6.50. The selling was overdone then. The buying may be overdone now. It is a long time until the seed will be actually wanted for seeding purposes, and in the meantime enough seed may be attracted from the farmer to keep it from going higher.—J. F. Zahm & Co.

From the Seed Trade.

NASHVILLE, TENN., Dec. 3.—Seed crops in Tennessee were short on account of the drouth. We save red clover seed only here. The crop was not over an average in quantity, but of better quality than usual. Millet was a very short crop, also cane seed; prices are high. These are the principal seed crops grown here. We expect that a large acreage will be planted next spring of all seeds, especially clover. The farmers are holding their clover seed for high prices.—Cumberland Seed Co.

NEW ORLEANS, LA., Dec. 4.—Very little grass seeds have been carried over from the 1912 crop; in fact, we sold out completely. The demand for this year's crop delivery is very encouraging and, unless something unforeseen happens, should remain exceptionally good. Unfortunately in our section of the country we are subject to overflows, which set us back considerably; but since the United States Government has taken this in hand, we hope that the levees will be so fortified as to hold back any waters that might threaten us.—Joseph Steckler, vice-pres. and mgr., J. Steckler Seed Co., Ltd.

LOUISVILLE, KY., Dec. 3.—Kentucky is not a producer to any extent of either timothy, red clover, alsike or alfalfa. We sometimes have a little clover, but it does not amount to much. We are large producers, however, of bluegrass and orchard

grass seed. There was a fine crop of bluegrass last season, and a great deal carried over from the season before; hence we have low prices on it. Our orchard grass crop last season was an average crop, and the prices were low on account of so much cheap orchard grass seed being sent into this country. This has resulted in a great many of the old orchard grass fields being broken up this fall. We hardly look for as great an acreage next season as we have had for the past few years. There will be enough bluegrass to run another year if they do not raise any more.—Lewis & Chambers.

CANADIAN POSTAGE RATE on Seeds Raised.

The postage rate on seeds, bulbs, cuttings, etc., in Canada was recently raised to 1c an ounce by the Postmaster General, thereby giving these commodities the same rate as ordinary merchandise. Formerly seeds were mailable under a special rate of 2c for the first ounce and 1c for each additional four ounces.

As the mail order seed business in Canada is very extensive, the increase in the postage rate will have a very serious effect. Seedsmen there have been anticipating the establishment of a parcel post system similar to that in this country. They were, therefore, taken completely by surprise when, instead of a reduction in rates, the Postmaster General announced a heavy increase.

New Seed Warehouse at Madison, Wis.

The L. L. Olds Seed Co., Madison, Wis., recently moved into its new \$50,000 warehouse.

The building is 60 by 125 ft. and four stories high. The retail store and shipping rooms are on the first floor. The second floor will be devoted to field seeds. Garden seeds and the offices occupy the third floor. On the fourth floor are eleven storage bins. The basement will be utilized for potato storage.

The equipment includes a Clipper Cleaner, elevator leg and mixing machinery.

The house is built of concrete and steel with an ornamental brick and stone front and brick wall panels. In the rear are two switch tracks, giving ample transportation facilities.

L. L. Olds began in the seed business on a farm near Clinton, Wis., in 1888, raising all of his own seeds. In 1899 he erected a warehouse at Clinton, Wis. Four years later he incorporated the L. L. Olds Seed Co. for \$50,000, and in 1908, when the Clinton warehouse burned, the company moved to Madison, Wis. The business of the company has doubled twice in the five years it has been established at Madison, sales in 1912 exceeding those in 1911 by 45 per cent. The new warehouse gives the company ample facilities and should result in the unchecked growth of its business.

Iowa Grain Buyers Liable Though Without Notice of Landlord's Lien.

The Supreme Court of Iowa in a decision given Oct. 23, 1913, strongly construes the Iowa landlord's lien law against the grain dealer, holding the landlord could enforce his claim even though he had failed to notify the buyer of his rights, and that ignorance of buyer that the landlord had a claim did not affect the landlord's rights.

Sales of the corn were made by the tenant on Dec. 7, 10, 30 and 31, to the amount of \$155.80. The balance due on the rent was \$282 and the landlord, Hodges, brought suit against the buyer, the Trans-Mississippi Grain Co., in the District Court of Woodbury County.

Defendants pleaded that, if the plaintiff had a lien on the corn, so purchased by it, at the time of the purchase, defendant had no notice or knowledge of that fact; that plaintiff had full knowledge of the sale or intended sale to them of the corn, not later than Dec. 19, 1910, and failed to take any steps whatever to enforce his rights as landlord, or to notify the defendants of such rights, and they did not learn of the plaintiff's right in the corn until Feb. 3, 1911.

The defendants further said that they did not pay to Frisbie the purchase price of the corn for at least ten days or two weeks after the plaintiff had acquired knowledge of the fact that Frisbie had sold the corn to these defendants, and that he took no steps to notify the defendants of his rights, and made no demand upon them for the purchase price of the corn. The court, without a jury, gave judgment for the full amount, and defendants appealed to the Supreme Court.

The Supreme Court held that the fact that defendant was an innocent purchaser for value without notice of plaintiff's rights to the corn, and had no notice that the plaintiff had a landlord's lien on the corn at the time it was purchased, was not the controlling point. Judge Gaynor said:

The case now under consideration is clearly distinguishable from the case of Wright v. Dickey, 83 Iowa, 464, 50 N. W. 206. In that case it affirmatively appears, from the record, that the landlord saw the tenant hauling the corn; knew he was disposing of it and to whom; made no objection, relying in confidence upon the tenant to deliver to him the proceeds of the corn when sold, in payment of the rent; and gave to the purchasers no notice of any claim against them until after the tenant had run away and left his rent unpaid.

In this case, the first notice the plaintiff had touching any sale or disposal of the corn in controversy was on Dec. 17, when the tenant came to him and said that he had sold the corn and had taken the money and paid a note at the bank at that time. He said that he had paid the money to the bank in order to enable him to have credit there. It does not appear that the plaintiff knew that this statement was untrue, or that he knew that the defendant was then contemplating the sale of this corn. This statement, touching what was said by the tenant to the plaintiff concerning the sale of the corn, is strongly corroborated by the testimony of the tenant touching this same transaction; and his subsequent conduct, as shown in connection with his statements made to Sargent, manager of the defendant's elevator, to the effect that Sargent should not tell any one about the sale of the corn, or show the books, or tell the amount of money paid for the corn.—143 N. W. Rep. 501.

THE WORST thing we have to deal with in marketing wheat is the heavy dockage. As the freight on the dockage amounts to from 1c to 2c a bushel, it is hard to make a profit in an elevator that is not equipped with a good cleaner.—P. M. Howes, mgr., Fingal Farmers Elevator Co., Fingal, N. D.



New Seed Warehouse of L. L. Olds Co. at Madison, Wis.

Feedstuffs

The Ohio Feed Dealers Ass'n will hold its annual meeting on Dec. 18 at Cleveland, O.

The Commonwealth Feed Mills Co., St. Louis, Mo., recently increased its capital stock from \$10,000 to \$20,000.

The Excello Feed Milling Co., St. Joseph, Mo., recently increased its capital stock from \$75,000 to \$100,000.

St. Louis received during November 111,810 sacks and 75 cars of bran compared with 124,750 sacks and 155 cars received in November, 1912.

The Indiana feeding stuffs law regulations, pertaining to its enforcement, definitions of various feeds, and analyses of the samples taken by the state inspectors, are given in Bulletin No. 169, issued by the Agricultural Experiment Station, Lafayette, Ind.

The value to the practical stockman of the feeding tests made at the agricultural experiment farm is clearly pointed out in Bulletin No. 165 of the University of Illinois Experiment Station by H. H. Mitchell and H. S. Grindley, entitled "The Element of Uncertainty in the Interpretation of Feeding Experiments."

The Milwaukee Feed Dealers Ass'n, which has a membership of 75, held its annual meeting on Nov. 14 and re-elected the old officers as follows: Pres., Jacob Heid; vice-pres., Oscar Heinze; sec'y, Ernest Graetz; treas., William Degenesch. Board of directors: Charles Kellar, John Schmidt, David Kotvis and Peter Schmidt.

The Tarkio Champion Feed Co., Tarkio, Mo., recently completed a large molasses feed mill at Kansas City, Mo., the second plant being made necessary by the inability of the Tarkio plant to handle the rapidly increasing business. A. H. Schmidt, sec'y and general manager, has removed his offices from Tarkio to Kansas City.

Bran and middlings to the amount of 3,805 long tons were exported from this country during the nine months ended Oct. 1; compared with 82,447 long tons exported during this period last year. Exports of dried grains and malt sprouts during the same period equaled 65,781 tons and exports of mill feed 131,342 tons.—O. P. Austin, chief, U. S. Bureau of Statistics.

Oil cake exported in the nine months prior to Oct. 1 included 60,125,810 lbs. of corn oil cake, 666,506,779 lbs. of cottonseed oil cake, and 695,365,927 lbs. of linseed oil cake, compared with 54,983,648 lbs. of corn oil cake, 738,346,699 lbs. of cottonseed oil cake, and 519,272,076 lbs. of linseed oil cake exported in the corresponding period of 1912, according to O. P. Austin, chief of the Bureau of Statistics.

The grand champion at the International Stock Show at Chicago, Glencar-nock Victor II, a two year old steer, never tasted a kernel of corn, according to its owner, J. D. McGregor, Brandon, Manitoba. The steer was raised on barley, oats and alfalfa. Mr. McGregor stated: "I believe that, with this and other Canadian victories at the Exposition, we have proved that superior cattle can be produced at the lowest feeding cost without corn."

The Taylor Grain & Elevator Co., Houston, Tex., recently let a contract for the erection of a 100-ton feed mill.

San Francisco received during November 1,621 tons of bran, compared with 1,641 tons received in that month last year.—Henry C. Bunker, chief inspector.

The H. L. Halliday Milling Co., Cairo, Ill., which some time ago decided to forsake flour milling for feed milling, expects to get its feed mill in operation Jan. 1 with a starting capacity of 5 carloads daily.

The Republic Milling Co., East St. Louis, Ill., has purchased ground adjoining its plant and next spring will greatly increase its feed milling capacity, probably erecting among other buildings a grain elevator.

Cincinnati received during November 7,729 tons of bran and middlings and shipped 3,914 tons, compared with 8,376 tons received and 4,393 tons shipped during November, 1912.—Wm. Culkins, supt. Chamber of Commerce.

Oil cake imports during the quarter year ended June 30 were as follows: Soya bean oil cake 1,191,523 lbs., all other bean oil cake 403,200 lbs., corn oil cake 26,800 lbs., cottonseed oil cake 333,440 lbs., and cottonseed and linseed oil cake 866,295 lbs.

Arthur T. Palmer, who recently opened an office in the Chamber of Commerce, Detroit, Mich., will engage in a feed brokerage business, handling alfalfa and horse feeds, cottonseed meal, oil meal, bran, middlings, and chicken feeds. Mr. Palmer has been in the feed and seed business for the past twelve years.

The mill of the D. H. Grandin Milling Co., Jamestown, N. Y., burned Nov. 9. Part of this plant was erected in 1833, and it was one of the oldest factories in that part of the country. The company promptly leased a mill at Salamanca, N. Y., and within 36 hours after the fire, its employees were again manufacturing feeds, enabling the company to fill all of its November contracts. On Nov. 12 the company purchased a building 274 ft. long and 50 ft. wide at Jamestown and let contract for a modern feed mill having a capacity of one carload of stock feed per hour, an elevator of 20,000 bus. capacity, and a warehouse of 100 carload capacity. The contractor must finish the plant by Jan. 5 or pay heavy penalties.

The United States Department of Agriculture's ruling that wheat bran containing screenings must be labeled "Wheat bran and screenings not to exceed mill run" will be adopted by the feed control departments of many of the states having feedingstuffs laws. Most of the states will require further that the bran and screenings be accompanied by an analysis and will subject them to state inspection and the state inspection fee.

PERCENTAGE OF SOUNDNESS IN CORN.

The Office of Grain Standardization, Bureau of Plant Industry, U. S. Department of Agriculture has charted the monthly average percentages of sound corn, as shown in the engraving herewith, in the receipts at terminals and at country stations.

The best percentage of sound corn was shown in November, remaining practically the same during the extremely cold months, and falling off so sharply in March as to throw much of the corn into sample grade.

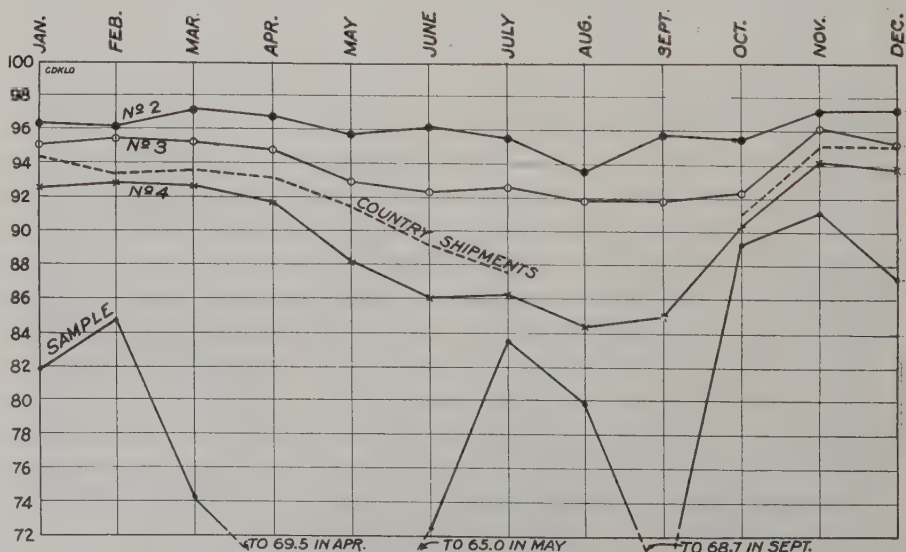
After the germinating period of the spring was over there was a slight mid-summer improvement in the soundness of the corn arriving, succeeded in September by the poorest condition of the year.

Country shipments average better quality right along than the No. 4 received at terminal markets. With the sample corn found in the country shipments thrown out of the calculations the country corn probably would have averaged higher in soundness than No. 3 corn.

Trade Journal Publisher Dead.

William R. Gregory, prominent as a trade paper publisher, particularly in the milling and grain field, died Dec. 1 at Montclair, N. J., after being struck by an automobile.

Mr. Gregory was born 56 years ago at Lafayette, Ind. He entered the trade paper field in 1881 at Minneapolis, Minn., being first identified with lumber journals. In 1890 he entered the employ of the Northwestern Miller, and after a long and successful career with this publication he organized his own company to publish the American Hay, Flour and Feed Journal and the Bakers' Review.



Monthly Average Percentages of Sound Corn in Nos. 2, 3, 4 and Sample Grades as Received at Terminal Markets and in Corn Shipped from Country Stations in Central Illinois. After Bureau of Plant Industry, U. S. Department of Agriculture.

CROP IMPROVEMENT.

The agricultural com'te of the Cincinnati Chamber of Commerce is working out a plan for co-operation with the farmers of Hamilton County for the improvement of marketing methods.—S.

Idaho is determined to win the national oat trophy cup now held for two consecutive years by a Canadian farmer. The Idaho State Bankers Ass'n has offered a special \$100 prize to the Idaho farmer who wins the cup.

The initial move in the organization of an agricultural improvement ass'n in Cook County, Ill., was made Dec. 6 when Bert Ball, sec'y of the Crop Improvement Com'te of the Council of Grain Exchanges, gave a stereopticon lecture on county bureau work before a meeting of the various interested organizations at the City Club.

The Rhode Island Corn Show, held Dec. 5 and 6 at Westerly, R. I., proved a great success. The Rhode Island Experiment Station had a very complete exhibit of pedigreed grain. The State Board of Agriculture held a special corn institute, and members of the Corn Growing Ass'n gave a luncheon and held a brief business meeting.

The Minnesota Crop Improvement Ass'n, the Southern Minnesota Better Development League, and the Blue Earth County Pure Seed Ass'n will hold a joint meeting at Mankato, Minn., the week of Jan. 20. A seed fair, a farmers' short course, and an agricultural teachers' congress will be held. Prizes totaling \$1,500 will be given for the best seed exhibits.

The South Dakota dry-land alfalfa seed purchased by the South Dakota Better Farming Ass'n is in heavy demand. The United States Department of Agriculture purchased 2,750 pounds of seed from the Ass'n, and a Spink County bank purchased another 1,000 pounds for distribution among its farmers. In selling the seed, the Ass'n is giving precedence to the farmers co-operating with it.

The Minneapolis and St. Paul Commercial Clubs will run three special trains to Morris, Minn., Dec. 10 to take their members to the meeting of the West Central Minnesota Development Ass'n. Among the speakers at this meeting will be James J. Hill, Joseph Chapman, the Minneapolis banker, whose activity in agricultural advancement has made him prominent, and Bert Ball, sec'y, Crop Improvement Com'te of the Council of Grain Exchanges. Louis W. Hill, chairman of the Board of Directors, Great Northern Ry., will present a silver loving cup to the exhibitor of the best bushel of wheat.

The first step in the uplifting of agricultural life in America is the organization of a county farm bureau; the second step is the federation of the various farm bureaus around trade centers. The West Central Minnesota Development Ass'n is the first of such organizations, and its great success is proving an incentive for the organization of similar ass'ns among the counties around Crookston, Minn., Duluth, Minn., Mankato, Minn., St. Louis, Mo., Des Moines, Ia., and other points. Such federations, if organized, should do much towards strengthening the county farm bureaus and making them more beneficial to the farmers.

A crop improvement meeting was held the evening of Nov. 29 on the floor of the St. Louis Merchants Exchange and was attended by 200 men, including members of the Exchange, Business Men's League, millers, grain men, and others

interested in the crop improvement propaganda. Prof. R. A. Moore of the University of Wisconsin spoke on the work of the State Experiment Station in developing higher yielding strains of seed grain. He explained the system of distributing this improved seed among the farmers with the co-operation of the schools, bankers and commercial clubs. So successful has this work of seed breeding been, he said, that Wisconsin has become the seed grain center of the United States. Prof. Frank H. Demares, agronomist of the Crop Improvement Com'te of the Council of Grain Exchanges, spoke on the work of organizing county crop improvement bureaus, in which his com'te is playing a leading part. By means of stereopticon views, he showed what the agents of these bureaus are doing towards increasing the yield and quality of crops in their counties. The purpose of the meeting was to arouse interest in crop improvement work, to initiate a program to organize bureaus in the counties around St. Louis and a federation of these bureaus with headquarters at St. Louis. The accomplishment of this purpose would do much to better the agricultural welfare of the territory tributary to St. Louis and also improve St. Louis as a trade center.

Exports of Corn Oil and Glucose.

Corn oil exports during the nine months ending Oct. 1 amounted to 10,706,997 lbs., compared with 16,316,470 lbs. for the period ending Sept. 1912. Exports for September were 504,152 lbs., compared with 1,969,576 lbs. in September, 1912.

Glucose amounting to 119,205,920 lbs. was exported in the nine months prior to Oct. 1; compared with 100,343,654 lbs. exported in the corresponding period of 1912. These figures are taken from the report of O. P. Austin, Chief of the Bureau of Statistics.

NEW YORK is the leading good-roads state. In 1912 it spent \$23,000,000 for good roads, compared with \$164,232,355, the total for the entire country.

WILLIAM WYKLE'S ELEVATOR, Mahomet, Ill.

The recently remodeled William Wykle elevator at Mahomet, Ill., is shown in the accompanying engraving.

This elevator is 24 by 58 ft. and 45 ft. to the eaves. The cupola is 16 by 24 ft. and 20 ft. high. The leanto is 24 by 50 ft. and houses four wagon dumps. The entire building is covered with galvanized iron.

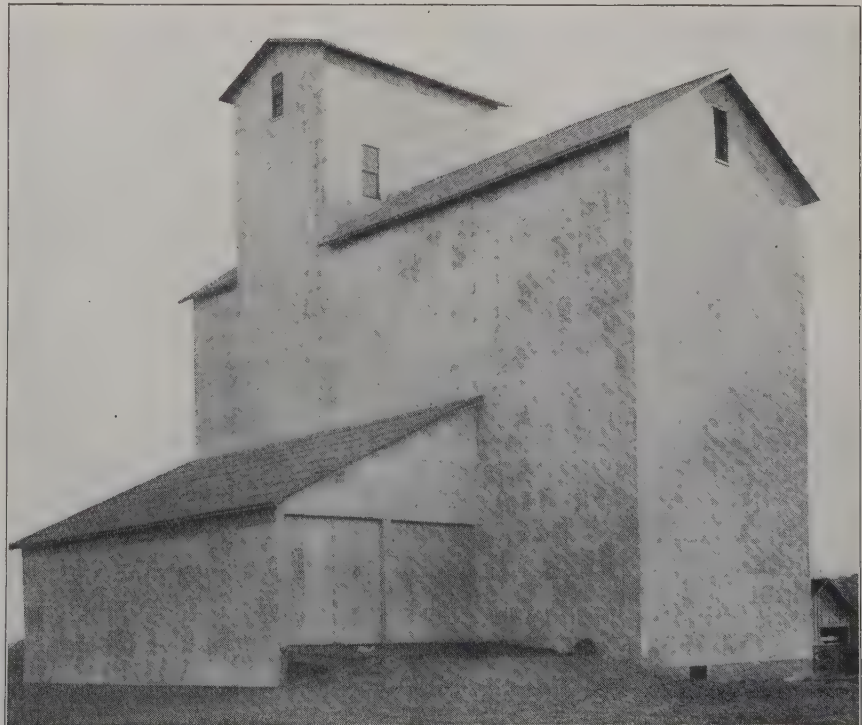
The engine room is 24 by 24 ft., of brick construction. Power is provided by a 45-h. p. steam engine.

The elevator equipment includes two elevator legs having 7 by 12 in. buckets, an Avery Automatic Scale, gravity loading spout, suction fan and manlift.

Mahomet is a station on the C., C. & St. L. Ry., ten miles northwest of Champaign, Ill. It is the shipping point for an extensive and very rich agricultural region, and the total grain shipments average 500,000 bus. yearly. This business is divided between two elevators. Mr. Wykle's plant, with its four wagon dumps and two elevator legs, has a large handling capacity, and has a storage capacity of 65,000 bus.

REGULATION of grain and cotton exchanges will be attempted again next spring by the House of Representatives. Chairman Lever of the House com'te on agriculture, announces that as soon as the agricultural appropriation bill is finished, his com'te will take up legislation for the purpose of controlling the exchanges.

THE SPECIAL COM'TE of the New York State Bureau of Industries, which was organized to investigate the recent explosions in Buffalo mills, held a series of meetings recently at Buffalo. While the proceedings at these meetings are being kept secret, it is generally believed that the com'te is drawing up bills to be submitted to the New York Legislature designed to eliminate or reduce the dust explosion hazard in flour mills and grain elevators.



Remodeled Elevator of Wm. Wykle at Mahomet, Ill.

Grain Carriers

The Minneapolis & St. Louis Railway recently purchased 500 box cars.

A water rate of 3c from Chicago to Buffalo, including winter storage, was made in a charter signed Dec. 3, covering a cargo of 160,000 bus. of wheat.

Vessels having a total capacity of 6,000,000 bus. have so far been contracted for to lay at Fort William and Duluth all winter loaded with wheat for spring delivery.

Twenty-five vessels, carrying 8,000,000 bus. of grain, left Fort William on Nov. 30. During the month of November over 250 vessels with 60,000,000 bus. of grain moved from this port.

Hull insurance on lake vessels remained unchanged up to midnight of Dec. 5. After that date the rate was regulated by special agreement. Cargo insurance on Dec. 1 was advanced to 1c per \$100 to Dec. 5, 1½c to Dec. 8, and 1¾c to Dec. 10.

During 1913 the Erie Canal handled 2,645,371 bus. of grain and flaxseed, compared with 6,892,710 bus. in 1912, and 11,966,158 bus. in 1911. The average rate on wheat from Buffalo to New York by canal was 4.6c compared with 4.4c last year.

The lighterage allowances in New York Harbor granted by the principal trunk lines were sustained in a decision of the United States Supreme Court Dec. 1 in the suit of the Federal Sugar Refining Co. against the seven railroads entering New York.

The steamer William Nottingham, which was driven aground on Sand Island, Lake Superior, in the severe storm of last month, arrived at Toledo recently with 75,000 bus. of wheat, all that was left of the 200,000-bu. cargo it took out of Fort William.

The steamer I. W. Nicholas of Cleveland, O., moving from Port Arthur to Buffalo with 175,000 bus. of flaxseed, went hard aground off North Point, Lake Huron, Nov. 26, and was only released by a tug after considerable of its cargo had been thrown overboard.

The steamer William H. Wolf, carrying oats from Fort William to Buffalo, struck a bank in Livingston Channel, Detroit River, Nov. 28, and tore out part of its bottom. The steamer was beached and later placed in condition by divers to get to port. Most of the grain was made wet.

H. G. Wilson, transportation commissioner of the Kansas City, Mo., Commercial Club, was elected pres. of the National Industrial Traffic League at its annual convention November 14, and Joseph Keavy, commissioner, freight and traffic division, Indianapolis Chamber of Commerce, was elected vice-pres.

Tap lines are common carriers, according to a decision of the Commerce Court, handed down Nov. 26. The Court held that the Interstate Commerce Commission is powerless to forbid trunk lines from granting switching allowances or establishing joint rates with tap lines. The Commission held that tap lines hauling for the industrial companies that owned them were plant facilities and not common carriers. This suit will probably be taken to the Supreme Court.

The car situation on Nov. 15 shows a surplus of 46,059 cars and a shortage of 23,407 cars, compared with a surplus of 38,276 cars and a shortage of 40,118 cars on Nov. 1; and a surplus of 19,897 cars and a shortage of 71,156 cars on Nov. 7, 1912. The surplus of box cars only on Nov. 15 was 17,589 cars.

Texas railroads are required by a recent order of the Texas Railroad Commission to establish milling in transit privileges on rice. This order, which was asked for by the large rice milling interests, will benefit the growers by breaking up the local monopolies and giving them a wider market for their grain.

Hearings in the 5% rate case were begun by the Interstate Commerce Commission on Nov. 24. After receiving an enormous number of statistical tables prepared by the carriers to prove the need of more revenue, and hearing the arguments of the railroad attorneys, the Commission adjourned the hearings until Dec. 10 in order to get time to analyze the data filed.

The Kentucky maximum freight rate law was sustained Dec. 1 by the United States Supreme Court, reaffirming the absolute power of the state railroad commissions to establish intrastate rates. This is the last of 45 "state rate cases" brot before the Supreme Court, in all of which cases the Court sustained the rights of the states to fix rates within their boundaries.

The proposed cancellation of the ¾c per bu. allowance for the elevation or transfer of carload grain at St. Louis, Mo., and East St. Louis, Ill., when destined to southern and eastern points, including Evansville, Ind., which the I. C. and L. & N. roads attempted to make effective Nov. 25, has been suspended by the Interstate Commerce Commission until Mar. 25.

The Pittsburgh Hay and Grain Exchange recently filed a petition with the Interstate Commerce Commission requesting that the Pennsylvania Lines be compelled to issue tariffs extending transit privileges to grain marketed at Pittsburgh, or to establish joint thru rates from points of origin to final destinations. B. McCracken & Sons are responsible for the petition.

The minimum weight on oats in Official Classification Territory is increased, effective Jan. 1, 1914, from 40,000 lbs. to 48,000 lbs. This change affects all oats, except for export, moving to points east of Chicago and north of the Ohio River, including oats moving from points in Illinois and Indiana on those roads making their rates subject to the minimum weights established in the Official Classification.

The Toledo-New York rate case has been reopened by the Interstate Commerce Commission and hearings were held recently at Buffalo. Some time ago the Commission ordered the railroads to establish rates from Toledo to the seaboard on the basis of 78% of the Chicago-New York rate. The carriers misinterpreted this decision and their new rates gave Toledo little relief. The Toledo Produce Exchange petitioned the Commission to reopen the case. David Anderson, F. O. Paddock and Henry DeVore represented the Exchange at the recent hearings. The case has been continued to the first week of February, but Toledo grain men are anticipating that the railroads will voluntarily adjust their rates before that time.

The proposed 12½% advance in wheat and flour rates between points in Oklahoma and Memphis, Tenn., was vigorously protested by C. V. Topping, sec'y, Southwestern Millers League, and by grain men and flour millers at a hearing November 26 at Oklahoma City before Examiner Butler of the Interstate Commerce Commission.

Each carrier must furnish cars for moving the traffic offered to it irrespective of any contract with another railroad for a joint supply of cars, according to a decision of the Interstate Commerce Commission given Dec. 4, on an agreement between the Colorado & Southern, Denver & Rio Grande, and Colorado & Southeastern Railways covering the distribution of coal cars. The Commission upheld the miners' contention that this agreement caused undue discrimination among shippers.

For violating the commodities clause of the Interstate Commerce Act, the Delaware, Lackawanna & Western R. R. Co. on Dec. 1 was fined \$2,000 by the United States Supreme Court. The railroad shipped a quantity of hay from Black Rock, N. Y., to Scranton, Pa. It claimed that the hay was shipped for consumption by its mules in the coal mines at that point. The government attorneys were sustained in their contention that the hay was shipped to be sold, in violation of the Commerce law.

The provision in the new tariff law that goods imported into this country in American ships should receive a 5% reduction in duty was declared in a recent decision by Attorney General McReynolds to be nullified by the further tariff provision that "nothing in this section shall be so construed as to abrogate or in any manner impair or affect the provisions of any treaty between the United States and any foreign nation." Secretary of the Treasury McAdoo has instructed customs collectors to ignore the 5% discount clause.

Barley malted in transit at Milwaukee, Wis., is not entitled to the ¾c per bu., elevation allowance granted on barley elevated and transferred at that point, which is also clipped, cleaned, blown or mixed. This is the decision of the Interstate Commerce Commission in the case of Milwaukee Maltsters' Traffic Ass'n v. Grand Trunk Western Ry. and Pere Marquette R. R. The Commission held that barley that is clipped, cleaned, blown or mixed while in the elevator remains barley when loaded out again and is therefore entitled to the ¾c per bu. elevation allowance; but barley malted in transit is no longer a grain but a manufactured product, and is therefore not entitled to the allowance.

The New Orleans Board of Trade has filed a protest with the Louisiana Railroad Commission against the attempt on the part of the Baton Rouge merchants to obtain lower rates from their city than the rates applying from New Orleans to stations on Morgan's Louisiana & Texas R. R. west of Morgan City. Baton Rouge claims that, as it is nearer those points than New Orleans, it is entitled to more favorable rates. The New Orleans Board of Trade, in defense, states that Baton Rouge has the same rates as New Orleans on grain, grain products and millfeeds from the primary markets in the North; and that if Baton Rouge obtains lower rates on these commodities to Louisiana stations, New Orleans grain dealers will be placed under a severe handicap.

The compulsory system of accounting for railroads established by the Interstate Commerce Commission is legal. In the suit of the Kansas City Southern Railroad Co. against the Commission, the United States Supreme Court held that the orders of the Commission as to matters of accounting are reasonable and must be complied with by the carrier.

The Farmers Grain & Mercantile Co., Kirkman, Ia., recently filed a complaint against the C. B. & Q. and C. & N. W. Rys. before the Interstate Commerce Commission, alleging that the failure of the roads to establish joint thru rates on grain from Iowa stations to the various markets, while they do have such rates via Omaha, acts as a discrimination against Iowa points; also the present rates applying to Kansas City are unreasonable and prohibitive and bar Iowa shippers from the Kansas City market.

The St. Louis & San Francisco R. R. proposed to abolish transit privileges on grain originating at Omaha, Council Bluffs, Nebraska City, etc., destined to points in the Southeast and moving under proportional rates based 1c over Kansas City rates. This action was taken because the Frisco was dissatisfied with the division of its share of the thru rate. Upon complaint of Missouri millers and grain men, the Interstate Commerce Commission has postponed until Mar. 29 the tariff abolishing these transit privileges.

A cargo of 490,000 bus. of barley, believed to be the largest load of grain ever handled on the Great Lakes, was taken out of Elevator K, Duluth, Minn., by the steamer W. L. King for the McGill Commission Co. to be taken to Buffalo, N. Y., and held in storage all winter in the vessel. The W. L. King is a steel steamer 580 ft. long, 58 ft. beam, and has a capacity of 7,563 gross tons. The previous record cargo was 435,000 bus. of wheat, carried by the Schoonmaker out of Fort William Nov. 15, as reported in the Nov. 25 Journal.

The four months' time limit for filing loss and damage claims, as given in paragraph 3 of Section 3 of the uniform B/L, was the subject of a conference Dec. 4 between the Central Freight Ass'n, and a com'te of the National Industrial Traffic League and other shippers. The recent decision of the United States Supreme Court establishes the legality of this time limit and also makes it obligatory upon the carriers to enforce it in every instance. Shippers object strenuously to this line of action, as in many cases four months is too short a time in which to collect papers for filing a claim. They also object to the practice as followed by certain railroads of enforcing the time limit with some shippers and not enforcing it with others. The railroad traffic men seemed inclined to admit that four months was an unreasonably short time, and it was finally agreed that a conference would be called in a week or ten days, to be attended by the traffic men and lawyers of all roads in the Central Freight Ass'n and the Western Trunk Line Ass'n, to agree upon some modification of this provision that is fair to both the roads and the shippers. H. G. Wilson, traffic commissioner of the Kansas City Commercial Club, who is also pres. of the National Industrial Traffic League, made a very able statement of the shippers' side of the case. Altho the League, at the hearings on the uniform B/L before the Interstate Commerce Commission at Washington, D. C., demanded that no time limit for filing claims be specified on the B/L, the general opinion among the shipping interests at this conference was that a time limit of twelve months would be satisfactory.

BUCKWHEAT exports during the nine months ended Oct. 1 amounted to 1,296 bus., compared with 198 bus. exported in the nine months ended Oct. 1, 1912.—O. P. Austin, chief, U. S. Bureau of Statistics.

A ROUND BIN CONCRETE Country Elevator.

As it is well recognized that the circular bin system of construction incloses the greatest amount of storage space with the least amount of material in the walls, builders have adopted the round tank style of bin for grain elevators, and one of the interesting developments is the attempt to adapt the round style to country grain elevators which have hitherto been constructed on the square bin method, which is best adapted to the use of wood cribbing.

In designing the house shown in the engraving the architect retained the economic advantages of the round bin for storage and square wall for the head house, driveway and office. Openings into basement were placed to have sunshine in the pit. The pleasing effect of the symmetrical design is enhanced by plastering the outside with white cement, with a brush coat of the same over plaster. The copings over the roof are of coarse concrete but painted black.

The four circular tanks are 10 ft. in diameter and 44 ft. high above the slab foundation. The walls are 6 ins. thick, as is the curtain wall between the tanks, lining up with the head house on top, 16 ft., 4 ins. square and 14 ft. high. The bins stand 4 ft. 10 ins. apart, and their bottoms are hoppers, storage capacity 15,000 bus. Overhead is a cleaning bin, hopper bottomed; and below is a double dump of 700 bus. capacity.

The equipment includes No. 4 Invin-cible Double Receiving Separator, 1,000-bu. Avery Automatic Scale, man-lift from basement to head floor, steel ladder from pit to head floor, all steel spouting, steel rolling door, Hall Distributor, steel elevator leg, and a 12-h.p. crude oil Muncie Engine. The handling capacity of this plant is 1,000 bus. per hour. It was completed Nov. 1, 1913, at Solomon Rapids, Kan., for the Johnson Thierolf Mercantile Co., by Frank Kaucher.

Imports and Exports of Rice.

Imports of rice, rice flour, rice meal and broken rice during the nine months prior to Oct. 1 aggregated 185,677,870 lbs., compared with 163,224,257 lbs. imported in the corresponding period of 1911-1912. Exports included 25,202,717 lbs. of rice to Oct. 1, compared with 4,206,937 lbs. exported in the corresponding period of 1912. Of foreign rice, rice flour, rice meal, and broken rice we re-exported 10,369,909 lbs. during the nine months prior to Oct. 1; compared with 10,147,078 lbs. re-exported in the corresponding period of 1911-1912, as reported by O. P. Austin, chief of the Bureau of Statistics.

New Grades for Corn at Baltimore.

Effective Nov. 27 the Baltimore Chamber of Commerce has adopted the following changes in five of its grades of corn:

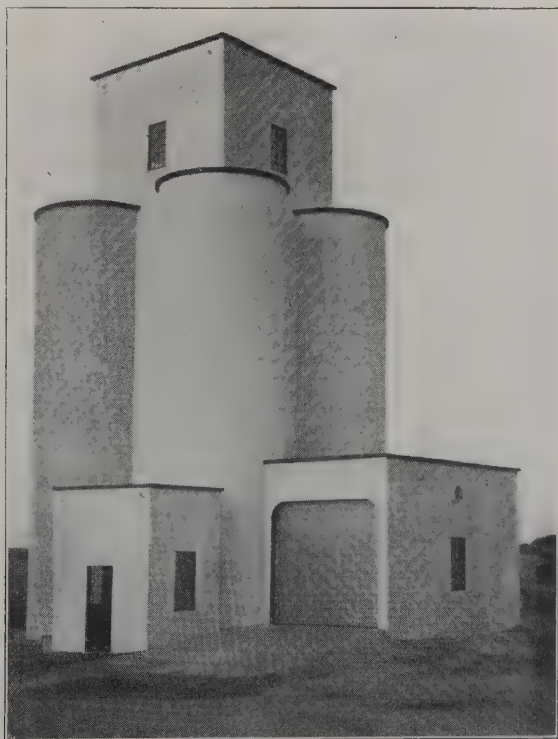
Prime Sall White Corn shall be reasonably sound, reasonably dry, reasonably clean, and may contain a limited number of yellow and straw colored grains.

Mixed White Corn shall be reasonably sound, reasonably dry, reasonably clean, and shall embrace white corn that contains not more than five per cent of colored grains.

Steamer White Corn must not be under Prime Sall White in color, may be slightly damp or slightly musty, or both, or not well cleaned, but must be cool.

Prime Sall Yellow Corn shall be reasonably sound, reasonably dry, reasonably clean, and may contain a limited number of red or white grains.

Prime Sall Mixed Corn shall be reasonably sound, reasonably dry, and reasonably clean.



Round Bin Elevator of Johnson-Thierolf Merc. Co., at Solomon Rapids, Kan.

Grain Trade News

ARKANSAS.

Little Rock, Ark.—Flour will be the only commodity handled by the Guthrie Mill & Elvtr. Co. at its branch office in this city.

CANADA.

Darmody, Sask.—Hugh Morrow of Rockford, Ia., is now mgr. for the State Elvtr. Co. at this point.

Calgary, Alta.—The Lake of the Woods Mfg. Co., Ltd., will build an elvtr., mill and warehouse in this city during 1914.

Point Edward, Ont.—It is reported that a large terminal elvtr. to replace the elvtr. burned July 7, will be built here at an early date.

Port Colborne, Ont.—The government elvtr. received its first cargo of grain in the new bins, during the week of Nov. 24, from the steamer Midland Prince.

Port Coquitlam, B. C.—A company has been capitalized at \$1,250,000 to build a terminal elvtr. at this point. R. J. Henderson of Fort William, is at the head of the company.

Winnipeg, Man.—Members of the Grain Exchange subscribed \$4,000 to the fund for the relief of the dependent relatives of sailors who lost their lives in the recent big storm on the Great Lakes.

Sibbald, Alta.—The Goose Lake Grain & Lbr. Co. of Saskatoon has just completed a 30,000-bu. elvtr. with one stand of elvtrs., rope drive and 10-h.p. Fairbanks Engine. L. O. Hickok & Son. had the contract.

Meton, Alta.—The Goose Lake Grain & Lbr. Co. has just completed the building of a 30,000-bu. elvtr. with one stand of elvtrs., rope drive and 10-h.p. Fairbanks Engine. L. O. Hickok & Son had the contract.

Ottawa, Can.—The Grain Com's'n has been ordered by the government to take out an employers' liability policy on its employees in elvtrs. The policy will be the same as that carried by owners of private elvtrs.

Coulter, Man.—John Turk, grain buyer for the Western Canada Flour Mills Co., was instantly killed Nov. 30, when his automobile overturned a few miles north of town. The back of the seat caught him on the neck, fracturing his skull and breaking his neck.

Saskatoon, Sask.—The North Land Mfg. Co. is building a 50,000-bu. cribbed elvtr. in connection with its mill. It is equipped with 20-h.p. motor, 2 stands of elvtrs. with 11x6 cup, No. 5 Invincible Grain Cleaner, Power Shovel, Strong Scott Man-lift, 1,500-bu. Richardson Automatic Scale and 6-ton Fairbanks Dump Scale. The entire building is covered with galvanized iron. L. O. Hickok & Son are doing the work.

Montreal, Can.—At a recent meeting between a com'te from the Corn Exchange, G. E. Foster, minister of trade and commerce, and Prof. Magill, chairman of the grain com's'n, the subject of seaboard inspection was thoroughly discussed, the question at issue between the Montreal grain men and the government inspection authorities being the respective merits of western and seaboard inspection. The grain com's'n, of which Prof. Magill is chairman, favored the former, which is unanimously opposed not only by the Montreal exporters, but also it is claimed by the foreign buyer who would greatly prefer seaboard inspection. James Carruthers was present and said that if the government and the grain com's'n did not accede to seaboard inspection at once they would soon be compelled to do so by force of circumstances.

Moose Jaw, Sask.—The rules, by-laws and regulations of the recently formed Moose Jaw Grain Exchange have been printed in a pamphlet. The financial year of the exchange has been fixed as commencing Sept. 1, and the annual election of officers is to be held on the second Wednesday of each September.

Depot Harbor, Ont.—The Armour Grain Co. has leased the Canada-Atlantic Elvtr. which it has been operating for the last 3 months. The company has taken out a license to carry on a grain business in Ontario with a capital stock of \$100,000. The elvtr. has a capacity of 1,500,000 bus. and is on the Grand Trunk.

Winnipeg, Man.—The opening of the sample markets at this point and at Fort William, scheduled for Dec. 15, has again been postponed. Since the sample markets are designed chiefly to assist the farmer to obtain a better price for his grain and the bulk of the present crop has already left the farmers' hands, it has been decided to defer the opening until a later date when the farmers can use the full advantage of such a market.

Calgary, Alta.—Applications have been received by Sec'y E. J. Fream of the Alberta Farmers Co-operative Society, for the formation of 48 locals in 1914. Sec'y Fream predicts that the company will have at least 125 elvtrs. in operation at the opening of the grain season next year. The company had 55 elvtrs. open this year, many of them not being put into operation until after Oct. 15, but 2,000,000 bus. of grain have been handled up to the present time.

Regina, Sask.—The debate on the resolution for the removal of duty on wheat and flour sent across the line to the United States, lasted 2 days, the resolution passing Nov. 26 by a straight party vote, there only being 3 conservatives remaining in the house. Hon. W. R. Motherwell gave the house a careful summary of grain prices at the Winnipeg and Minneapolis markets, concluding with the assertion that for 6 years there has been an average difference of 9c in favor of Minneapolis. He said he failed to understand how the opposition could argue that the Canadian wheat grades were not higher than the grades of the United States. That they were higher was a fact of common knowledge and needed no demonstration. In reality, the question before the house was perfectly simple, despite the prolific discussion it had aroused. It resolved itself into two points: First, did the Americans want our wheat, and, second, would the American market do the Canadian farmer any good? As to the first point, it was clear from the interest shown across the line in the reciprocity pact and also in the recent tariff revision, that the Americans did want Canadian wheat. As to the second, he thought the figures he had quoted removed all doubt on that score.

DISTRICT OF COLUMBIA.

Washington, D. C.—A petition of involuntary bankruptcy has been filed against S. Sewell Cissell, head of the G. W. Cissell Co.

COLORADO.

Sterling, Colo.—Our new elvtr. was completed Dec. 1.—Harris & Co.

Peetz, Colo.—We are building an elvtr. at this station and equipment will include Fairbanks Dump Wagon Scale, Automatic Scale and a Hall Signaling Grain Distributor.—Harris & Co., Sterling.

IDAHO.

Cambridge, Ida.—The Salubria Valley Mfg. Co. has been incorporated and will build a 10,000-bu. elvtr. and a 75-bbl. mill.

Pocatello, Ida.—The Society of Equity handled 283,000 bus. of wheat in 6 days, from Bancroft and Wey alone, the grain being bot by the Ayres Merc. Co. of Denver, Colo.

ILLINOIS.

Grand Ridge, Ill.—The Neola Elvtr. Co. is building an office at its elvtr.

Piper City, Ill.—The Montelius Grain Co. has installed a moisture tester.

Granville, Ill.—Surface & Packingham are out of business at this point.

Adrian, Ill.—I have just completed an up-to-date elvtr. at this point.—C. E. Conn.

Swygert, Ill.—The Pontiac Farmers Grain Co. has installed a Fairbanks Automatic Scale.

Clayton, Ill.—H. C. Gross has bot the lumber for the new elvtr. he intends to build.

Danville, Ill.—Earl M. Davis is now traveling representative for the Sawers Grain Co., Chicago.

Wesley sta. (Peoria p. o.), Ill.—The concrete foundation of the elvtr. of the Farmers Elvtr. Co. has been completed.

Bloomington, Ill.—The McLean County Board of Supervisors again turned down the Tice Good Roads Bill by a vote of 24 to 19.

New Burnside, Ill.—We have sold our mill at this point to Glass & Nesselrodt and are entirely out of the milling business.—Alsbrook Mfg. Co.

Tonica, Ill.—W. E. Kreider, who operates an elvtr. at this station, is one of the organizers of the Tonica State Bank, which will be capitalized at \$25,000.

Springfield, Ill.—The headquarters of the E. B. Conover Grain Co. have been moved from Virginia, Ill., to this city. The offices are now in the Ferguson Bldg.

Campus, Ill.—James M. Maguire, who was recently connected with F. J. Delany in the grain business in Chicago, has again taken up the elvtr. brokerage business.

Osman, Ill.—Jay Buchan, who recently bot the elvtr. of the Howard Grain, Merc. & Elvtr. Co., has sold it again to John Reardon of Fisher, possession to be given at once.

Waterloo, Ill.—Jacob Wichser caught his hand in the machinery at the plant of the Waterloo Mfg. Co. and injured it badly. Ten stitches were required to sew up the wound.

Urbana, Ill.—G. H. Rikert, scale inspector, reports the following scale inspections: Jackman & Son, Genoa; Mathis Bros., Prophetstown; B. B. Minor, Oakwood and Muncie.

Fults, Ill.—The Nanson Com's'n Co. has completed its 60,000-bu. concrete wheat elvtr. and will use the old house exclusively for corn. The Macdonald Engineering Co. had the contract.

Ottawa, Ill.—The program com'te of the Farmers Grain Dealers Ass'n held a meeting in this city, Nov. 29, and arranged the program of the annual meeting to be held here Feb. 17, 18 and 19.

Burton View, Ill.—The report that R. J. Wirth is now mgr. for the Burton View Grain & Coal Co. is incorrect. Mr. Wirth writes: Henry Kromminga is still mgr. I have just taken work at the elvtr.

Joliet, Ill.—The Truby Co. incorporated to deal in wholesale and retail grain, flour and feed; capital stock \$10,000; incorporators Chas. H. Ferries, Wm. D. Miller and H. T. Truby. Mr. Truby will be mgr.

Kirkwood, Ill.—While Geo. Pape was grinding in his elvtr., Nov. 20, a nut on the shaft of the machine loosened and Mr. Pape tried to tighten it without shutting off the power. His arm was caught in the belt and a badly mangled hand and arm resulted.—Abbey & Gamble Grain Co.

Ludlow, Ill.—The first new corn to be placed in the recently completed drier at the elvtr. of E. D. Risser & Co., was received by Mgr. Filson, Nov. 28. It consisted of 8,000 bus. and tested 21% moisture.

Galesburg, Ill.—Charles C. Davis, pres. of The Davis Grain Co., operating elvtrs. on the Santa Fe and Rock Island, was married Nov. 11 to Miss Grace Hill, of Paxton, and will spend the winter in Southern California.

Divernon, Ill.—The Divernon Grain Co. sold its elvtr. to Noah C. Twist of New Berlin, who will operate in his own name. No changes will be made in the plant and it will remain as mgr.—Roy Rowland, former mgr. for Divernon Grain Co.

Arlington Heights, Ill.—The report that the elvtr. of the Tibbitts-Cameron Lumber Co. is being wrecked to make room for a railroad building, is incorrect. S. E. Pate writes: Elvtr. is not as yet being torn down. It will probably be used for some time.

Springfield, Ill.—The following applicants for the position of deputy grain inspector passed the civil service examinations, recently held in this city: Charles J. Hegwein, Rutherford T. Miles, Charles Siman, Edward E. Bailey, Harry F. Gray, George J. Cassidy, Edward E. Moran, David E. VanNatta, John R. Erskine and Orin Grubb.

Broadmoor sta. (Bradford p. o.), Ill.—We have increased the capacity of our elvtr. 15,000 bus., giving us a total capacity of 45,000 bus. We have also installed another leg, lowered the driveway, covered the entire house with iron, put on a new roof, concreted the basement, refitted the scales and had them put on a concrete foundation.—Rees & Powers.

Venice, Ill.—Heavy losses, including that of the Advance Elvtr. of the Albers Com's'n Co. at East St. Louis, Ill., recently, have caused the Queen Insurance Co. of Liverpool, Eng., to cancel its policies on the elvtr. of the Albers Com's'n Co. at this point. It is said that the policies on a number of other elvtrs. in the river towns will also be cancelled by the company.

A Cook County official, who is charged with converting to his own use the interest on public funds, is said to be slated for the position of Chairman of the new Public Utilities Com's'n, which on Jan. 1, will take office to regulate the charges and prescribe the duties of all public service corporations such as warehousemen, railway, telephone and lighting companies.

Springfield, Ill.—That the civil service law is unconstitutional is the opinion of Attorney Gen. Lucey, and he has argued to that effect in the state courts. It is said that his office has advised 4 of the minor state boards that they are not required to pay any attention to the law. If his decision is upheld, it will affect many state depts. including the state grain inspection dept.

Tolono, Ill.—After a 5-day honeymoon, Mrs. Wilbur Youngerman of Champaign, was instantly killed Dec. 1, when a carriage in which she was riding with her husband and a friend was struck by a L. E. & W. passenger train near Kokomo, Ind. The bride and the driver were killed outright and Mr. Youngerman was fatally injured. Mrs. Youngerman was formerly Miss Ruth Schulenburg, daughter of H. H. Schulenburg, owner and operator of an elvtr. at this point. The wedding occurred Nov. 26.

Earlville, Ill.—On notes for \$13,000 given by Asa Griffin to Weare & Co. to cover losses in grain speculation the Bank of Montreal brot suit several years ago and was given judgment for \$20,000 by the Appellate Court reversing a finding of the lower court. The administratrix of Griffin's estate objected that the notes had been given in settlement of a gambling transaction and the claim was disallowed by the Probate Court, and this position was upheld against the bank by Judge Stough Nov. 20 in the Ottawa Circuit Court at Aurora.

Springfield, Ill.—Examinations for grain samplers will be held in this city Jan. 3, by the state civil service com's'n. Applications must be filed in this city before 5 p. m., Dec. 24. The salary is from \$90 to \$100 a month. Training and experience will count 3 points and practical tests and questions covering laws and rules governing the sampling and handling of grain by the state inspection dept. will count 7.

Decatur, Ill.—The Suffern-Hunt mill of the American Hominy Co., burned at 12:30 a. m., Nov. 27. A hot box in the drier is said to have started the fire which spread rapidly thru the building. Mgr. Corman places the loss at \$75,000. The insurance on the plant amounts to \$200,000. The heavy 2-ft. fire wall between the mill and the elvtr. saved the latter from destruction. Work on a new mill will be started as soon as the debris can be cleared away. The new building will be practically the same size as burned building.

Eden, Ill.—I have put a new foundation and concrete floor under my elvtr., installed a new dump and put a shed over it. I have also roofed the elvtr. with steel and expect to put on steel sides as soon as the house is empty. I have installed an electric motor and electric lights and expect to have the current turned on in about 30 days. This looks like a good deal of expense for a short crop year, but I believe in anything to make the work of the elvtr. man easier and will hope that the prospects ahead are good.—C. F. Holt.

CHICAGO NOTES.

Earl M. Davis of Danville, Ill., is now traveling for the Sawers Grain Co.

Mark Bates has withdrawn his application for readmission to the Board of Trade.

C. K. Nims, an old member of the Chicago Board of Trade, died Dec. 6, at the age of 62.

Rev. Hugh. Williams, father of Harvey S. Williams, died recently and was buried at Memphis, Tenn., Dec. 5.

Chas. ReQua, who has been mentioned as a candidate for Pres. of the Board of Trade, says he will not accept the nomination.

Frank A. Smith, mgr. of the Market Chart Co., died at his home in Itasca, Ill., Nov. 25. His death was due to a sudden attack of pneumonia.

The property of the Chicago Consolidated Brewing & Malting Co. on North Hoyne St. has been sold to Henry Tewes and Chas. Graydon. The property is valued at \$50,000.

The highest price ever paid for a car of new corn at this market at this season, was reported Nov. 28, when Harry Rogers of Lamson Bros. & Co. sold a car of new No. 2 yellow at 73c per bu.

Pres. Ed. Andrew of the Board of Trade will not be a candidate for re-election next month. He has been connected with the official board of the exchange for the last 8 years and is ready to take a rest.

A. Brooks, formerly a member of Heltz, Foss & Brooks, has engaged in the grain, hay and straw com's'n business on his own account, operating as A. Brooks & Co., with offices in the Traders Bldg.

Kenneth S. Templeton, member of the Board of Trade, was married Nov. 29 to Miss Elizabeth Prouditt of Detroit. The honeymoon will be spent in Bermuda. Mr. Templeton is a son of James S. Templeton.

The last regular meeting of the Illinois Railroad and Warehouse Com's'n, which passes out of existence Jan. 1, was held Dec. 4. The first of the year the com's'n will be succeeded by the recently created public utilities com's'n.

The Board of Trade Club held a meeting Nov. 29, at a luncheon at the Grand Pacific Hotel. Sec'y Merrill gave an interesting 30 minutes talk on the various phases of the corn situation now confronting the grain men.

Harvey S. Williams, formerly with W. H. Colvin & Co., is now in charge of the grain business of Thomas & McKinnon, representing them on the floor of the Board of Trade. He will also report conditions of growing crops during the season.

Concrete work has been commenced on the bins for Kennan Bros. new elvtr. This plant, comprising a 100,000-bu. elvtr., hay sheds and office building, will be completed in January, according to present plans of the contractor, the Macdonald Engineering Co.

When called for trial Dec. 1 the suit by the government against the Chicago Board of Trade for maintaining the cash grain call was indefinitely postponed by Judge Landis. The "call" attacked by the government was abolished by the Board of Trade several months ago.

The directors of the Board of Trade have ordered printed an amendment to the present rule governing the memberships of corporations in the exchange. It is proposed to require all corporations to be represented by two memberships in the names of the pres. and sec'y of the company.

CHICAGO CALLERS: E. M. Wayne, Pelevan, Ill.; Jno. F. Courcier, Toledo, O.; Chas. A. Ashpaugh, pres. Indiana Grain Dealers Ass'n; Chas. B. Riley, sec'y Indiana Grain Dealers Ass'n; Geo. A. Roberts, Omaha, Neb.; David J. Price, Mining Engineer U. S. Bureau of Mines, Washington, D. C.

The steamer Block, carrying 580,000 bus. of Canadian wheat, arrived from Ft. William, Ont., Dec. 1, and was unloaded at the South Chicago Elvtr. of the J. Rosenbaum Grain Co. This is the record cargo of grain to arrive at this market, being the largest ever received or shipped from Chicago.

The Cragin Elvtrs. Co. recently purchased from the American Malting Co. two elvtrs. and two small malt houses, located at Moffat St. and North Laramie Ave. The consideration is withheld, but the Cragin Co. gave back to the Malting Co. a trust deed for \$40,000 for ten years at 5% interest. The purchasers will remodel the present buildings and use them for storage purposes.

Buyers of privileges will be charged 5%, members 3% and members buying for their own account 1½% of the consideration paid, under an amendment to Rule XXII posted by the directors of the Board for ballot. The rule is the same as the former one governing bids and offers, except that there is added a clause, "It is further provided that members securing offers made subject to deferred acceptance shall be charged a commission of not less than 1½%."

Applications for membership in the Board of Trade have been made by Arthur R. Roberts, Forest Guyes, Edson Keith and Thos. E. Wilson. New members are P. M. Paine, Phillip A. Copenhaver, Alex. W. Klappenback, Vernon C. Gray, Ed. J. Loomis, Geo. W. Dixon, Eugene H. de Broukart, Geo. V. Price, and Harry L. Winters. The memberships of Guy S. McCabe, Walter Keith and the estate of Edward Morris were posted for transfer. Memberships are quoted at \$2,725 net to buyer.

Federal supervision of corn grades was discussed Dec. 1 at a special meeting of members of the Board of Trade. Sec'y J. C. F. Merrill gave a succinct history of the agitation for federal supervision. He stated that the present administration seems determined to regulate the grain business either thru the Pure Food and Drugs Act, thru a federal inspection act, or thru federal supervision of existing inspection authorities. He further stated that grain men generally seemed to regard federal supervision as the least of the three evils. Upon the suggestion of C. B. Pierce, a motion was passed that the delegates of the Board of Trade to be sent to the special meeting of the Grain Dealers National Ass'n on Dec. 8 at Chicago to consider federal supervision should go to that meeting uninstructed.

Marshall Boynton, grain broker, was arrested Dec. 6, charged with assault. On Dec. 2 Boynton and a friend began a heated argument in the Blue Ribbon Cafe, and when Mgr. Chas. Bartmos endeavored to separate them, Boynton is said to have drawn a knife and stabbed the mgr. repeatedly. Boynton was released on a \$1,000 bond. He claims that he acted in self defense. The trial will be held Dec. 19. Bartmos was able to leave the hospital Dec. 4, tho' stabbed 5 times.

Country shippers' grain has been distributed rather freely on the ground in Chicago yards thru the criminal negligence of a state inspection dept. sampler employed in the Corwith yards. Top boards knocked off grain doors by him were not replaced. Hence the grain spilled out over the door all along the tracks. On shipments of 336 cars traced, these boards were knocked off by him in 33 cases, and in 6 of these 33 instances the terminal weight showed a shortage as compared with shippers' weights.

PEORIA LETTER.

H. T. Cazez has applied for membership in the Board of Trade.

Alice R. Tyng, wife of A. G. Tyng, a director of the Board of Trade, died Nov. 18. Her death was unexpected and is said to have been caused by acute dilation of the heart.

Members of the Board of Trade held a special meeting, Dec. 2, and voted \$200 for the fund now being raised by the Grain Dealers National Ass'n to prevent the interference with the interstate commerce in grain in its natural condition.

P. B. Miles and Geo. Bowman, members of the Board of Trade, have been elected members of a citizens' com'tee of 100, to clean up the city and see that the law in reference to saloons and dives is more rigidly enforced than in the past.

INDIANA.

Newberry, Ind.—The new elvtr. of Ed. Hindman is nearly complete.—E. P. Kilian.

Frankton, Ind.—Farmers are organizing an elvtr. company and will buy or build an elvtr.

La Crosse, Ind.—The Farmers Elvtr. Co. has installed 3 Hall Signaling Grain Distributors.

Springport, Ind.—I. B. Cory, of New Castle, bot the elvtr. of Lloyd Grimm recently at sheriff's sale.

Laporte, Ind.—Theo. Lorig, formerly of the firm Theo. Lorig & Co. operating an elvtr. here, died recently.

Pierceton, Ind.—We contemplate the erection of an elvtr. in the spring. L. A. Debolt will be mgr.—Debolt & Niswonger.

Anderson, Ind.—Schalk Bros. will discontinue the milling and grain business and will remodel the elvtr. into an ice house.

Wolcott, Ind.—We bot the elvtr. of Wilkinson & Co., taking possession Nov. 24. B. E. Rich of Goodland will be in charge.—Rich Bros.

Dale, Ind.—The Wallace Mlg. Co. is installing a new boiler and engine. The plant will be out of operation for a few days in consequence.

Muncie, Ind.—Muncie uses up all coarse grain tributary so has little use for elvtr. Hogs take up the greater part of corn raised here.—Hibbitts Mill Co.

Anderson, Ind.—Fred Wright and J. D. Van Camp are now conducting the business of Wellington & Son, Mr. Wellington having retired from active business.

Tipton, Ind.—The J. J. McIntosh Broom Co. will enlarge its plant by the addition of a two story brick building. Many additional machines will be installed.—C. L.

Nappanee, Ind.—We sold our plant here recently and expect to build a small up-to-date plant in the spring. We are using temporarily a flat warehouse and have purchased a No. 4½ Western Combined Sheller and Cleaner, and a 20-h.p. Gen. Electric Motor.—The Nappanee Produce Co.

Kokomo, Ind.—C. M. Barlow has rebuilt his elvtr. on the Panhandle, burned Aug. 20, and will install new machinery. He will begin to operate again in a few days.

La Fayette, Ind.—W. W. Alder, of the Alder-Stofer Grain Co. of Buffalo, who conducted a grain business here for nearly 40 years, is seriously ill with typhoid fever.

Anderson, Ind.—The rebuilding of the east wing of the elvtr. of the Union Grain & Coal Co., which burned Sept. 14, is nearly completed. The new wing is of concrete.

Columbus, Ind.—R. F. Everroad, a prominent grain buyer and miller of this city, died Dec. 4, after an illness of several weeks. He was 57 years old and a member of the Columbus Mlg. Co.

Monterey, Ind.—I have overhauled the elvtr. I recently bot of Jacob Engel and have installed a new cleaner. I will also put in a gas or oil engine to replace the steam engine now in use. The outside of the elvtr. has been painted and some improvements made on the inside of the house.—J. B. Blew.

Goodland, Ind.—I have taken over the elvtr. of Wilkinson & Co. at Wolcott and will manage it but will continue my brokerage business here, under the management of W. H. Armitage. There is a Lamson Bros. & Co. wire in the office. Mr. Armitage has handled Lamson's wire for 7 or 8 years.—B. E. Rich.

Frankfort, Ind.—Our 25-h.p. gasoline engine exploded Nov. 3 and is a complete wreck. No one was hurt however. We are now installing electric power, separate motors, and will get power from the car line. We overhauled the elvtr. this fall, installing a Western Gyration Cleaner.—Stevenson & Clark.

Columbus, Ind.—In suit of Amanda J. Perry and Geo. Bennett against Ben C. Thomas for \$2,500 damages for grain burned in the defendant's elvtr., Aug. 3, 1911, the court decided for the defendant. The grain was not insured and the damaged wheat was sold as salvage for \$612. Mr. Thomas offered this amount to the plaintiffs at the time of the fire, but they refused and later brot suit.

Goshen, Ind.—Levi L. and Homer E. Johnson of Goshen, who have been ex-posed time and again in the Grain Dealers Journal and against whom warnings have been issued by the National Hay Ass'n, have continued to find victims among shippers who did not read trade journals and were not members of ass'ns. Their fraudulent schemes were so cunningly contrived that for many years they laughed at the law and evaded prosecution. At last the Post Office Department has obtained their indictment by the grand jury at Indianapolis on the charge of using the mails to defraud. Federal officials declare that the Johnsons carried on a fraudulent scheme extending over several states and that they would buy and sell grain in such a manner that both the persons from whom they bot the grain and to whom they sold it were defrauded. Levi Johnson, with his father, J. J. Johnson, 80 years old, compose the firm of Johnson & Son, dealers in hay, straw and grain. Homer Johnson originally was a member of the firm; but withdrew and is at the head of the Interstate Hay Co. of this city, which is supposed to be an entirely separate concern. He is a son of L. L. Johnson. The Johnsons have been defendants in many suits brot against them in the Goshen courts. They have given bond to appear Dec. 16 before Judge Anderson in the United States District Court.

INDIANAPOLIS LETTER.

The following members have been admitted to membership in the Board of Trade: Harry W. Reiman, William H. Frank and Frank H. Farnsworth.—C. L.

The governing com'tee of the Board of Trade has approved the proposition of the Chamber of Commerce of the United States for the creation of a buro of foreign and domestic commerce; also in favor of the establishment of a national buro of legislative reference and bill drafting.—C. L.

The Indiana Millers' Ass'n is taking on new life. Charles B. Riley, sec'y of the Indiana Grain Dealers Ass'n, is acting as sec'y and is now active in building up the membership, assisted by C. B. Jenkins, mgr. of the Noblesville Mlg. Co., who is pres. of the ass'n and who is one of the most progressive and public spirited men among the millers of Indiana. Mr. Jenkins organized the Ohio Millers Ass'n while a resident of that state.—C. L.

The strike of teamsters existing in Indianapolis has not affected grain men to any great extent. A few of the flouring mills were unable to make deliveries for a few days, but they are doing so now and traffic is normal. At first several farmers hauling grain into the city were assaulted, but with good police protection this was soon stopped. Thomas Wishmire, a deputy inspector for the Board of Trade, was stoned as he was driving in from a Beech Grove elvtr., but escaped serious injury. Receipts of grain in cars all during the strike were as usual, averaging about 23 cars a day. During the first few days of the strike only 10 loads of corn and hay were brought into the city by farmers.—C. L.

The Indiana Public Service Com's'n is notifying grain dealers and warehousemen, who come under its jurisdiction thru the public utility act of 1913, that the schedules of rates are not being filed as they should be. A lot of schedules containing rates in effect Jan. 1, 1913, for storing grain, which were to have been filed July 1, have not been received. No return has been made at all and the supposition is that some warehouses quit storing grain immediately after the act was passed. The com's'n is also notifying grain dealers that, under the decision of the United States Supreme Court, now, on interstate traffic, claims for loss or damage or delay to shipments of grain in transit must be filed with the railroad company within 4 months after delivery of shipment or in case of failure to make delivery, within 4 months after reasonable time for delivery has elapsed. The carriers are beginning to enforce this decision and as a result a great many claims not filed in time, are being refused.—C. L.

IOWA.

Adel, Ia.—The elvtr. of the Farmers Elvtr. Co. is nearly completed.

Nora Springs, Ia.—T. O. McDaniel is now mgr. of the Farmers Elvtr. Co.

Geneva, Ia.—H. E. Luke has bot the Iblings interest in H. T. Page & Co.

Traer, Ia.—I have just completed building a 64-ft. ear corn crib.—C. O. Hoff.

Fostoria, Ia.—We will install a moisture tester.—M. Olson, agt. Hunting Elvtr. Co.

Fairfax, Ia.—J. C. Sova has succeeded Joe Pacht as agt. for the Jackson Grain Co.

Luther, Ia.—The Farmers Elvtr. Co. has bot a portable elvtr. for unloading corn and wheat.

Iowa Falls, Ia.—The Farmers Elvtr. Co. has bot the elvtr. of Jas. Smith.—J. B. Griffith.

Elkhorn, Ia.—We have bot the elvtr. of G. H. Bunton.—Chris. H. Boe, mgr. Albert Rothschild & Co.

Craig, Ia.—C. H. Cronn has succeeded Howard Grubbs as second man for the Farmers Elvtr. Co.

Rolfe, Ia.—H. L. Jordan has been added to the working force at the elvtr. of the Rolfe Grain & Mlg. Co.

Glenwood, Ia.—C. R. Shields of Red Oak has bot the elvtr. of John Reed on the "Q," taking possession Dec. 1.

Conroy, Ia.—We have just put in a new cob conveyor and made general repairs.—N. S. Mercer, mgr. Hilton Lbr. & Coal Co.

Marengo, Ia.—We have repaired our elvtr. and have installed a combination Sidney Sheller and Cleaner.—Green Lbr. & Coal Co.

Halbur, Ia.—P. W. Shenkleberg is interested in the organization of a farmers elvtr. company to build an elvtr. on the C. & N. W.

Grimes, Ia.—P. N. E. Black, mgr. for the Farmers Co-operative Co., was recently married to Miss Beulah Bennett of Rockwell City.

Galbraith, Ia.—Chas. Sankey of Lu Verne has succeeded Wm. A. Curtis as mgr. for the Western Elvtr. Co. Mr. Curtis has gone to Humboldt, Ia.

Carlisle, Ia.—Work on the elvtr. of the Carlisle Grain Co. is progressing rapidly and as soon as the machinery is installed grain will be received.

Page (Page Center), Ia.—We are building an elvtr. at this station.—Daniel & Mitts. The boiler room has been completed and the boiler installed.

Wesley, Ia.—I have succeeded Wm. Fish as mgr. for the Farmers Co-operative Society, Mr. Fish having resigned and returned to Ventura, Ia.—Wm. Spangler.

Percy, Ia.—J. W. Lentz under the firm name of Lentz Grain Co. will build some corn cribs and put in a wagon scale here. He will scoop the grain into cars.—S.

Melrose, Ia.—We have recently completed the erection of a 28x65 warehouse. We now have 4,000 bus. storage capacity.—J. L. Dinneen, agt. Wilkin Grain Co.

Defiance, Ia.—F. H. Hancock does not operate his elvtr. at this station. We are the only regular grain dealers here. There are a few scoopers.—Defiance Grain Co.

Lanyon, Ia.—The Farmers Elvtr. Co. has installed new transmission and enlarged the capacity of its elvtr. The Younglove Constr. Co. has the contract for the work.

Moorland, Ia.—The Farmers Elvtr. Co. has let contract to the Younglove Constr. Co. for the remodeling of its elvtr. New transmission and larger cups will also be installed.

Walford, Ia.—We have repainted our elvtr. and have put in new spouting. We are now putting in a new elvtr. belt and new buckets.—J. Jindrich, mgr. Farmers Elvtr. Co.

Berkley, Ia.—C. S. Maxwell has resigned as mgr. of the Farmers Elvtr. Co. and returned to his home at Maryville, Mo. Mr. Maxwell leaves the affairs of the company in good shape.

Bancroft, Ia.—The repairs of the elvtr. of Jos. Murray are nearly complete. In addition to the new automatic scale and manlift, a new steel boot and a distributor have been installed.

St. Anthony, Ia.—The elvtr. of the Farmers Elvtr. Co. has not been sold as expected, owing to a disagreement among the stockholders. There is some talk now of building a new house.

Ware, Ia.—The 25,000-bu. cribbed annex to the plant of the Quaker Oats Co. has been completed. It contains 4 bins and a conveyor for filling and emptying. The Younglove Constr. Co. had the contract.

Waterloo, Ia.—H. Drew of Manchester has sold his stock and grain business at that point and will move to this city and engage in the same business. He has been at Greene, Ia., since leaving Manchester.

Alton, Ia.—The Farmers Mutual Co-operative Co. has put new rope in its elvtr. The Younglove Constr. Co. did the work. The office of the company was recently entered by burglars, but nothing was stolen.

Malvern, Ia.—Chas. Boren has bot the elvtr. of E. L. Bonner, taking possession Jan. 1. Mr. Bonner will go to Hereford, Tex., to start a sheep ranch. He has owned and operated the elvtr. for the last 9 years.

Waterloo, Ia.—The Iowa Farmers Grain Dealers Ass'n will hold its annual meeting in this city in mid-February. The programme com'te will meet here Dec. 16, and an interesting program will be arranged. Members of the com'te are Pres. Thos. McManus, Dougherty; Sec'y Ray, Colo; J. E. Merreness, Gliden; and Chairman Ira D. McVicker, Eagle Grove.

Ladora, Ia.—We have lowered our driveway 3 ft. 8 in., and put in a new divided dump, distributing spouts and a new elvtr. leg. The Newell Const. Co. did the work.—E. J. Funk, mgr. Ladora Lumber & Grain Co.

Akron, Ia.—The Huntting Elvtr. Co. has just completed building a 30,000-bu. elvtr. The equipment includes a Richardson Automatic Scale, Clipper Cleaner and an 8-h.p. gasoline engine. The Honstain Bros. Co. had the contract.

Langdon, Ia.—The Farmers Elvtr. Co. has been organized to build an elvtr.—M. Olson, agt. Huntting Elvtr. Co., Postoria, Ia. Officers of the new company are E. D. Chamberlain, pres., J. R. Glaysds, vice-pres., and P. R. Milton, treas.

Galva, Ia.—After the Trans-Mississippi Grain Co. finished the foundations for a new corn crib, it was found by survey that the building trespassed on the elvtr. property of J. B. Adams for six ft. The foundations were relaid and work is now progressing rapidly.

Iowa Falls, Ia.—Harp & Roberts are still operating the elvtr. on the C. R. I. & P. at this station and are not out of business as recently reported. I am attending to their business at the elvtr. and am also running a coal business on my own account.—J. B. Griffith.

Waukeg, Ia.—Our two elvtrs. at this station and the one at Ortonville have been thoroly overhauled and are now in fine shape. These elvtrs. and the one at Campbell were purchased by my company from the Neola Elvtr. Co. last spring.—Lester Smith, mgr. Wright & McWhinney.

Luverne, Ia.—The 25,000-bu. elvtr. of the Kunz Grain Co., now under construction by the Younglove Constr. Co., is nearing completion. It will be equipped with a 1,500-bu. Richardson Automatic Scale placed on the alley floor, the owners furnishing power and wagon scales.

Ackley, Ia.—The equipment of the new elvtr. of Conaway & Peters, recently completed by the Younglove Constr. Co., includes a 1,500-bu. Fairbanks Automatic Scale, 10-h.p. Fairbanks Motor placed in the cupola, making a direct drive, a manlift, a 5-ton 14x8 dump scale, and everything complete.

Cedar Rapids, Ia.—A quantity of oily waste was set on fire and placed under a bin in the elvtr. of the Clinton Grain Co., Nov. 26, by firebugs who evidently tried to burn the elvtr. The blaze was discovered, however, by the watchman and prompt work saved the building, the damage amounting to only a few charred timbers.

Stockport, Ia.—Yost & Morley are building an 8x10 private office for Mgr. J. M. Brown. The new elvtr. of the company has been completed and the machinery is nearly all installed. The 15-h.p. Fairbanks Oil Engine will be installed in an engine house between the elvtr. and the feed warehouse. The house will be ready for business Jan. 1.

Sherwood, Ia.—The elvtr. of E. E. Swartz, which has been operated under lease by I. J. Mighell, was bot by him at public auction, Nov. 28. The house was closed early last July when Everett Hiler secured an attachment for stored grain. Mr. Mighell leased it in October and will continue to operate it as Mighell & Son, his son H. J. Mighell being mgr.

Sioux City, Ia.—John H. Atwood of Kansas City has been retained by the Business Men's com'te to take up the fight in the grain rate case. Altho the city lost its request for proportional rates, it is still contesting for local rates into Sioux City on a competitive basis with rates for a similar distance to St. Paul and Minneapolis on the north and Omaha on the south.

Des Moines, Ia.—The Snyder Grain Co. is the name of a new firm recently organized in this city by G. A. and I. E. Snyder, formerly of Shannon City. The firm will do a general grain and seed brokerage business. G. A. Snyder, who is the active member, formerly managed the elvtr. of Bowen

& Regur at Shannon City, buying the elvtr. when that firm went out of the grain business. He has over 10 years' experience in the grain business and is well fitted to handle any grain sold thru the Des Moines market.

Many Iowa grain dealers are taking the precaution of contracting for no grain except in writing, because the law requires that if they buy ear corn, they must buy it at the legal weight of 70 lbs. to the bu., unless they have a written contract. The grain dealer, however, is allowed to stipulate any number of pounds in a bu. in a written contract, both parties agreeing. If he is buying oats, the law requires 32 lbs. to the bu. Many dealers figure 33 lbs., but can only do so when the contract is a written one.

KANSAS.

Sterling, Kan.—The Farmers Co-operative Shipping Ass'n has installed a new feed grinder.

Chautauqua, Kan.—J. N. Carr is now operating the elvtr. formerly operated by G. W. Bowen.

Hanover, Kan.—Ferguson & Spence have just completed a large coal shed, north of their elvtr.—M.

Pierce Junction, Kan.—I will make improvements in my elvtr. at this station.—C. E. Sheldon, Everest.

Hutchinson, Kan.—The elvtr. of the Hutchinson Terminal Elvtr. Co. has been completed and is in operation.

De Sota, Kan.—We have installed a No. 66 Vertical Bowsher Feed Grinder to grind corn with the husk on.—Gardner Grain Co.

Bremen, Kan.—E. W. Koenekke has been improving his elvtr. by replacing the old steam plant with a 20-h.p. Fairbanks Engine.—M.

Minneola, Kan.—Chas. Woodworth, formerly mgr. for the Sanford Grain & Supply Co., Sanford, is now mgr. for the Farmers Elvtr. Co.

Wichita, Kan.—Herbert Vaughn has been employed by the Wallingford Bros. Grain Com'n Co., to make gluten tests of the wheat handled by the company.

Zenith, Kan.—Hinshaw & Hinman have purchased the elvtr. at this station owned by the Blount Cooper Grain Co. The new owners have leased the building to the Sylvia Mlg. Co.—M.

Wichita, Kan.—The Updike Elvtr. Co., Omaha, Neb., has opened a branch office in this city, to facilitate the handling of its coarse grain for the southwest. Geo. Suchart is in charge.

Everest, Kan.—Edgar Johnson has bot the elvtr. of G. A. Jones, recently operated under lease by the T. F. Bushong Grain Co. I will make some improvements in my elvtr. here.—C. E. Sheldon.

Wichita, Kan.—A lunch counter has been added to the cigar stand at the main entrance to the Board of Trade and members can now indulge the inner man and keep an eye on business at the same time.

Elsmore, Kan.—I took possession of my elvtr. Nov. 1, having fully recovered my health. I leased the house to J. M. Samuel Jan. 1, 1912, on account of ill health, but feel better now than for 15 years.—W. D. Cox.

Clyde, Kan.—The equipment of the new elvtr. of the Clyde Mlg. & Elvtr. Co. will be furnished by the Wolfe Co. The house is of re-inforced concrete and is nearly completed. Otto J. Lehrack has the contract.

Halstead, Kan.—The elvtr. of the Halstead Mlg. & Elvtr. Co., props. of the "City Elvtr.," is again in operation after a 2 weeks' shut down for repairs. The power house was completely overhauled and new machinery installed.

Argonia, Kan.—We have just moved into our new cement office and feed warehouse. It is 25x40 ft., built of cement and metal lath and has accommodations for 3 carloads of feed.—Guy D. Gould, agt. Pacific Elvtr. Co. The office of the company was burned some time ago.

Hudson, Kan.—The plant of the Stafford County Flour Mills Co. burned Oct. 15, will be rebuilt, the mill and elvtr. both to be of reinforced concrete. Work will be started as soon as the ruins of the old plant are cleared away.

Belleville, Kan.—Henry B. Range, said to be in the grain and stock business at this point, was found unconscious, Nov. 21, in the rear of a hotel at St. Joseph, Mo. Investigation showed that his skull was fractured and his injuries are believed to be fatal. Whether he fell or was assaulted has not been determined.

Lawrence, Kan.—It is reported that there has been some difficulty in regard to the state inspection of wheat shipped to this city for the Bowersock Mills & Power Co. Inspector Geo. B. Ross is said to have complained that the inspection fees at Lawrence have fallen off in the last 3 months and to have intimated that Kansas City inspection was being used here in violation of the state inspection law requiring Kansas inspection on Kansas soil. J. D. Bowersock said that his company was not violating any state law, but that "on the other hand we are not going out of our way to pay fees to the grain inspection dept."

Pittsburg, Kan.—The elvtr. of the Pittsburg Elvtr. Co., containing considerable feed, grain and seed, burned at 6:30 a. m., Nov. 25; loss on building, \$7,630; on contents, \$4,591; insurance on building and stock amounts to \$16,300. The fire started at the top of the elvtr. and burned rapidly, the blaze probably being caused by a spark from a railroad engine. Pres. A. L. Scott of the company writes: We expect to rebuild our corn mill and elvtr. in the spring. It is our intention to put in a mill for the manufacture of chop, meal, cleaners for seed business and mixing machines for our chicken feed. It is likely that we will use either gas or electric power. Will build as nearly fire proof as possible.

Wichita, Kan.—The Wichita Flour Mills Co. has been incorporated to succeed the Pond Creek Mill & Elvtr. Co. and has bot the elvtr. of the Nevling Elvtr. Co. which was sold Sept. 23, 1912, at trustee's sale to J. H. Stewart. The elvtr. was leased Aug. 20 to the Red Star Mfg. & Elvtr. Co. The elvtr. has a capacity of 150,000 bus. and the company has bot the adjoining switch property which gives it a 5-acre site for a 1,000-bbl. mill. Work will be started at once and in the meantime the company will continue to operate the Howard Mills which it leased when its plant at Pond Creek, Okla., burned June 16. H. Kinney, John H. Moore and Geo. M. Lowry, are the incorporators of the new company, which has a capital stock of \$100,000.

LOUISIANA.

New Orleans, La.—The first car of new Canadian oats to reach this market, routed to the gulf under the new tariff provisions, arrived Nov. 21, consigned to H. B. Schreiber & Bro. from the Trans-Mississippi Grain Co. of Omaha. It graded No. 2 white, testing 45 lbs.

MARYLAND.

Baltimore, Md.—John W. Snyder, of Hammond, Snyder & Co., is again on 'change, having fully recovered his health.

Baltimore, Md.—In the trial of Walter and Emory Kirwan, pres. and vice-pres. of the defunct Kirwan Bros. Grain Co., Harry C. Hindes, treas. of the company alleged to be one of the forgers of the bogus Bs/L, which brot about the downfall of the firm in the fall of 1911, was the main witness against the brothers, who held that they knew nothing of the fraudulent transactions of Hindes and Wm. E. Marshall, head clerk. Hindes corroborated much of the testimony of Marshall as to the transactions of the firm in grain and the issuance of bogus Bs/L. He stated that the first bogus Bs/L was made out some time late in 1906 to meet a pressing demand for money, or credit, that confronted the firm. He testified that the first transaction was agreed to by Walter Kirwan and one of the back-

ers of the firm, and that later transactions were known by both the Kirwan brothers. He acknowledged charges made against him that he had "played the races," but asserted that Emory Kirwan had done the same thing. The suit was heard before Judge Dobler in the Criminal Court, the defendants being charged with defrauding the 1st Natl. Bank of \$70,000 by the bogus Bs/L. The jury disagreed.

MICHIGAN.

Byron, Mich.—W. F. Close of W. F. Close & Co. died recently.

Richmond, Mich.—The Farmers Elvtr. Co. has installed 3 large motors and will operate by electricity instead of with gasoline power.

DETROIT LETTER.

I am now in the brokerage business in this city.—Arthur T. Palmer.

H. M. Hobart has moved his offices from the Chamber of Commerce Bldg. to Trumbull and the M. C. R. R.

Botsford-Carson Co., incorporated to deal in grain; capital stock, \$1,000; incorporators, H. C. Carson and H. S. Botsford.

Wm. E. Cook, senior member of C. B. Cook & Co., has been convicted of operating a bucket shop and he will probably be given a prison sentence. The first trial resulted in a disagreement.

MINNESOTA.

Vining, Minn.—I am now agt. for the Farmers Elvtr. Co.—M. B. Lund.

Freeport, Minn.—The Farmers Elvtr. Co. has installed an automatic scale.

Murdock, Minn.—The Farmers Elvtr. Co. will build a corn crib near its elvtr.

Varco sta. (Austin p. o.), Minn.—I have installed a feed mill.—A. C. Brooks.

Stanton, Minn.—We have succeeded Shephard & Shephard.—F. H. Shephard & Son.

Stewartville, Minn.—F. A. Fieck is now mgr. for our company.—Farmers Elvtr. Co.

Helma, Minn.—A grain cleaner has been installed in the elvtr. of the Farmers Elvtr. Co.

Wylie, Minn.—I am now mgr. of the Farmers Elvtr. & Merc. Co.—T. P. Smidesang.

Viking, Minn.—We will probably install a cleaner.—A. F. Anderson, agt. Spaulding Elvtr. Co.

Underwood, Minn.—O. C. Olson is now mgr. for the Andrews Grain Co.—Underwood Grain Ass'n.

Breckenridge, Minn.—We expect to build a new elvtr. in the spring.—W. E. Heathcote, mgr. Farmers Elvtr. Co.

Winnebago, Minn.—We have repainted our elvtr. and made general repairs.—A. C. Stolte, agt. Hubbard & Palmer Co.

Rochester, Minn.—We have sold 'out to Geo. and Earl Leonard, who operate as Leonard Bros.—Rochester Grain & Realty Co.

Richmond, Minn.—The elvtrs. of the Interstate Grain Co. and the National Elvtr. Co. are closed for the season.—Richmond Flour Mill.

Barnesville, Minn.—The plant of the Barnesville Roller Mills will be put into operation after 6 months of idleness. T. E. Cannon is prop.

Randolph, Minn.—Tyner & McElrath are not in the grain business at this station. I am now mgr. for the Commander Elvtr. Co.—T. W. Wallace.

Triumph, Minn.—The Western Elvtr. Co. has installed a Fairbanks Automatic Scale and a dump scale of the same make.—James Meehan, agt.

Ruthton, Minn.—The elvtr. of Ashton & Gurley has been closed for the season.—Olaf Hegstat, agt. Farmer Co-operative Co., Pipestone, Minn.

Fairfax, Minn.—The "Old Farmers Co-operative Elvtr.," a frame house belonging to the Farmers Elvtr. Co., was sold at auction Nov. 1, for \$575.

Tenny, Minn.—The Osborne-McMillan Elvtr. Co. has wrecked its elvtr. here and moved it to North Dakota.—J. E. Hanson, mgr. Farmers Elvtr. Co.

Forado, Minn.—Arthur L. Brundage, formerly mgr. for the Atlantic Elvtr. Co., is now mgr. for the Farmers Elvtr., Implement & Merchandize Co.

New Ulm, Minn.—Paul Wandersee, asst. mgr. of the Farmers Elvtr. Co., has succeeded Mgr. Walter Diepolder, who has resigned and will go to North Dakota.

Sumter, Minn.—We have torn down our elvtrs. at this station and at Olivia, and moved them to Rosholt and Claire City, Eddy p. o., S. D.—Miller Elvtr. Co., Minneapolis.

Hancock, Minn.—New agts. here are T. C. Culver for the Duluth Elvtr. Co., H. C. Huntley for the Hancock Market Co. and M. Magnuson for the Northwestern Elvtr. Co.—Johnson & Smokstad.

Hastings, Minn.—J. E. Price has succeeded F. W. Stokes as mgr. of the Farmers Elvtr. Co., Mr. Stokes having resigned to take charge of the Farmers Equity Exchange at Prescott, Wis.

Hastings, Minn.—Shane Bros. & Wilson are building a brick mill 5 stories high, 75x72 ft. The Strong Scott Mfg. Co. is supplying the bulk of the machinery. T. E. Ibberson has the contract.

Manley sta. (R. D. Aurora, S. D.), Minn.—I have leased an elvtr. at this station and will operate it in connection with my Valley Springs house. I will not install new machinery at present.—G. W. Wright.

Wirock, Minn.—We have installed a new and larger engine. The old one was condemned by the insurance company because of a gravity feed arrangement on it.—Jacob Keller, Jr., mgr. Farmers Elvtr. Ass'n.

Duluth, Minn.—The Capital Elvtr. Co. has secured a site from the city and will build an elvtr. The site at present is in a swamp and under water, but the land will be drained and put into condition by the elvtr. company.

Hanley Falls, Minn.—We will use the 8,000-bu. elvtr. we recently bot of the Willmar Mfg. Co. until next spring, when we will build a 40,000-bu. elvtr. to replace the house burned Oct. 10.—Henry Forsan, mgr. Farmers Elvtr. Co.

Wayburne sta. (Morgan p. o.), Minn.—We have built a new corn crib 14x48 ft. and 18 ft. high with a concrete floor and tin roof, installed an elvtr. and can now load corn direct from the driveway.—F. H. Hartwick, agt. G. L. Meine Co.

Kenneth, Minn.—We have installed an adding machine and a moisture tester. The report that Gus. Kremier had bot an elvtr. of G. A. Knowlton at this station is incorrect, neither operate an elvtr. at Kenneth.—W. V. Wiley, mgr. Farmers Elvtr. Co.

Rustad, Minn.—Our company was recently organized and bot the elvtr. of David Askegaard. Our officers are M. O. Valan, pres.; Martin Olson, vice-pres.; J. L. Olsgood, treas., and Sam Rustad, sec'y. N. H. Francisco is now agt. for the Imperial Elvtr. Co.—Farmers Elvtr. & Trading Co.

Brewster, Minn.—Several stitches were required to sew up the cut that Joe Goldie received when one of the big iron cups of the elvtr. struck him on the head. Mr. Goldie was operating the cleaner in the elvtr. of the Farmers Elvtr. Co. when one of the cups became clogged. He attempted to clean it out without stopping the machinery.

MINNEAPOLIS LETTER.

Henry Feig, who was placed under the care of physicians after his peculiar conduct on the exchange recently, has been adjudged insane. He is state inspector of country elvtrs. and lives at Atwater.

Eben F. Osborn, for 25 years an active member of the Chamber of Commerce and a member of the Osborn Grain Co., died suddenly Nov. 25 of heart failure. Mr. Osborn was on 'change till closing time the day before his death and seemed in the best of health and spirits. He was 47 years old and has been a prominent figure in the wheat pit for years.

It has been the custom to make a charge of \$1.50 per car on grain sold on the Chamber of Commerce to cover switching charges which vary from nothing to \$3 or more. This practice will have to be discontinued, the state railroad and warehouse com's'n having posted notice that the law provides: "Whenever a licensee sells any grain he shall render a true statement in writing to the consignor within 24 hours of the amount sold, price received, name and address of the purchaser and the day, hour and minute of sale and shall forward vouchers for all charges and expenses."

MISSOURI.

Tebbetts, Mo.—The Tebbetts Mill & Elvtr. Co. is being reorganized.—W. R. Hord.

Curryville, Mo.—I have succeeded Coontz, Kendrick & Sutton and am the only grain dealer here.—C. B. Sutton.

Conception Junction, Mo.—The Shamnon Grain Co. of Kansas City has secured a site and will build an elvtr. at this point in the spring.

Braymer, Mo.—We have bot the plant of G. W. Whitworth & Son, and will handle corn, oats, hay, feed, flour, etc.—Else & Widmier. H. Widmier will be mgr.

Springfield, Mo.—The elvtr. now under construction for the Eisenmayer Mfg. Co. will have a capacity of 150,000 bus., giving the company a total storage capacity of 330,000 bus. The elvtr. is 80x45 ft. and 80 ft. high and will cost \$25,000.

Deepwater, Mo.—I have recently remodeled my elvtr. and made repairs, installing a gas engine, power wagon hoist, freight elvtr. and other machinery. The plant is now in first class shape. I bot it last fall from W. H. McCown and am operating as the Deepwater Mfg. & Elvtr. Co.—G. W. Johnson.

St. Charles, Mo.—Miss Carrie Bell Baird, daughter of W. J. Baird of the Baird & Dugan Grain Co., has announced her engagement to Theo. Jones of St. Louis, who was recently stricken with appendicitis while making a business call on her father and who was nursed back to health by his present fiancée.

KANSAS CITY LETTER.

Mrs. H. C. Nunn, wife of the mgr. of the Kansas-Missouri Elvtr., operated by the Hall-Baker Co., died Nov. 15.

Friends of S. S. Williamson, of the J. R. Williamson Grain Co., will be pleased to learn that he is not married.—Jas. H. Sherman, sec'y Board of Trade.

W. J. Mensendieck has withdrawn from the Moss Grain Co., with which he has been connected for the last 8 years, and will engage in the grain com's'n business on his own account, operating as the Mensendieck Grain Co.

H. Kaufman, pres. of the Stevens-Scott Grain Co., was unanimously elected to membership at a recent meeting of the directors, but he has not as yet made the customary contribution, which is expected of all good members.—Jas. H. Sherman, Sec'y.

ST. LOUIS LETTER.

The Martin Mullally Com's'n Co. incorporated; capital stock, \$10,000; incorporators, Martin Mullally, Wm. O'Toole and Ed. Grassmuck. Mr. Mullally holds the controlling interest in the company, which succeeded the John Mullally Com's'n Co. some time ago.

Athletics are now popular on the Merchants Exchange. The Merchants Exchange Athletic Club has been organized by Sam L. Plant, Martin Mullally, L. K. Wise, Wm. P. Conner, E. A. Berg, C. H. Langenberg, J. A. Newell, Chas. E. Valier, J. A. Stewart, Oscar J. Wendt and others. The club has rented Room 203 in the Exchange Bldg., and hired W. K. Sixsmith, well known in the pugilistic world as "Jimmy Murphy," to teach them the manly art of self defense and the milder grace of physical culture. In future exchange "beauty contests" St. Louis should be an easy winner.

MONTANA.

Baker, Mont.—We have completed a new elvtr. at this station.—Miller Elvtr. Co., Minneapolis, Minn.

Benchmark, Mont.—A new driveway and scale platform has been built by the Farmers Elvtr. Co. at the elvtr.

Broadview, Mont.—The Farmers Elvtr. Co. has been organized to build an elvtr. Frank Clerce and C. V. B. Poole are interested.

Virgelle, Mont.—I am agt. for the Rocky Mountain Elvtr. Co. at this station. Our new 25,000-bu. elvtr. has been completed.—E. K. Abbott.

Brocton, Mont.—We have been granted a site at this station and will build a 30,000-bu. elvtr. in the spring.—Farmers Elvtr. Co., Culbertson.

Windham, Mont.—A farmers elvtr. company is being organized at this station. Temporary officers are J. C. Burnett, Henry Larson, John Riley, O. Huegenin and Col. Kauffman.

Buffalo, Mont.—Since the elvtr. of the McCaull-Webster Co., at Yankton, S. D., burned, I have been agt. for the company at this point.—H. E. Pasek, formerly agt. at Yankton.

Sidney, Mont.—The Russell-Miller Mfg. Co. has completed its 50,000-bu. elvtr. and it is being operated by the Occident Elvtr. Co. A 5 story mill and warehouse are included in the plant. Nordyke & Marmon Co. is installing the machinery and T. E. Ibberson had the contract.

Fairview, Mont.—C. W. Jennison & Co. have just completed a 50,000-bu. cribbed elvtr. with a five story mill and warehouse in connection. Equipment includes heating plant, engine and boiler room for electric light plant and a coal mine tippie 300 ft. long. T. E. Ibberson had the contract.

Chouteau, Mont.—The 35,000-bu. elvtr. of the Farmers Elvtr. Co. has been completed. The building is covered with galvanized iron and is equipped with an 8-ton wagon scale in the dump, a 15-h.p. Fairbanks Oil Engine, 1,500-bu. Richardson Automatic Scale, man-lift, and rope transmission. The Younglove Constr. Co. had the contract.

Limington sta. (Chouteau p. o.), Mont.—The elvtr. of the Farmers Elvtr. Co. is nearing completion. The house has a capacity of 25,000 bus. and is located on the new extension of the Gt. Nor. R. R. It is equipped with a 10-h.p. gasoline engine, 1,000-bu. Richardson Automatic Scale, rope transmission, a man-lift, and an 8-ton wagon scale to be installed in the dump. The Younglove Constr. Co. did the work. Andrew Eggum is mgr.

Dillon, Mont.—It is reported that there has been some trouble between L. R. Schain and the directors of the recently incorporated Beaverhead Elvtr. Co. Mr. Schain was one of the main organizers and held 135 shares of stock, in the company. It was understood that he was to be mgr. of the 50,000-bu. elvtr. that L. Buege was to build for the company, but it is alleged that altho he had agreed to stay here and look after the collection of the stock, he went to Glendive on personal business and remained there. In the meantime, the foreman for Buege arrived in Dillon ready to start work. When Mr. Schain had been gone a reasonable length of time, the directors became anxious, and began urging him by telegrams, telephone messages, and letters, to return, but could get no satisfaction from him. About 10 days later the directors telegraphed Mr. Schain to send an amount sufficient to cover 50% of his shares, and they would go on with the elvtr. without him. Mr. Schain replied that he could send \$1,000 and the directors telegraphed, "send it," but it failed to arrive. In the meantime Mr. Buege arrived on the scene and after looking over the ground and vicinity, told the directors that he would build the elvtr. for them if they would furnish the site. The directors voted \$700, bot the ground needed and the elvtr. is now under construction. It is reported that Mr. Schain will not be retained as mgr. It is expected to have the house completed by Jan. 1.

Helena, Mont.—Elvtr. operators, track buyers and grain dealers throught the state, who have not complied with the state law requiring them to furnish bond and take out a license before carrying on business, have been warned by State Grain Inspector J. E. Templeton that they must comply with the law which makes it a misdemeanor for any one to engage in the grain business in Montana without first furnishing a bond, approved by the state grain inspector, and filed with the secretary of state. Only 151 licenses were taken out during the year and many dealers are operating in violation of the requirements. Licenses are required for all warehouse and elvtrs. accepting grain for storage "in such manner that the grain of various owners is mixed together and the identity of the different lots not preserved, and doing business for a compensation." All warehouses or elvtrs. doing such a storage business are public warehouses and all persons, firms, ass'ns or corporations owning or operating public warehouses and all track buyers are public warehousemen. The amount of bond required is as follows: for the first warehouse \$10,000; for each additional warehouse, \$5,000. Owners or operators of more than one warehouse may give one bond covering all their warehouses in the state. One bond of \$10,000 is required of each track buyer operating in the state, and they are held responsible for allegation contracts or agreements made on their own account or for others for whom they are agents or representatives. Track buyers are not permitted to accept grain for storage or issue storage tickets. All licenses are issued for one year. When the amount of grain in storage approximates in value the amount of bond, either the bond must be increased or no more grain accepted for storage. Public warehousemen must keep an accurate account of grain in storage and make a report of same to the chief grain inspector whenever requested to do so. Violation of this is sufficient cause for cancellation of license. Storage charges must in all cases be as specified in the law except on grain stored in a special bin, or in sacks, or in such manner that its identity is preserved; the intention being to deliver the same lot of grain to the owner, subject to such rates of storage and other conditions as agreed upon by the owner and warehouseman. Where the word "grain" is used it means flax seed also.

NEBRASKA.

Bee, Neb.—The Farmers Elvtr. Co. has installed a Fairbanks-Morse Gasoline Engine.

Berlin, Neb.—We have completed our 18,000-bu. elvtr.—J. L. Clark, agt. Duff Grain Co.

Leigh, Neb.—The Farmers Union held a meeting recently to discuss the advisability of building an elvtr.

Chappell, Neb.—It is reported that a stock company will be organized to build another elvtr. at this point.

Tilden, Neb.—Harry Richardson has succeeded J. Marble with the Farmers Elvtr. Co., Mr. Marble having resigned.

Uehling, Neb. The Farmers Educational & Co-operative Union is considering the purchase of the elvtr. of the Farmers Grain & Stock Co.

Shelton, Neb.—Sam McMurray, formerly mgr. of the Farmers Elvtr. Co., has leased the elvtr. of F. A. Kimbrough and will operate it on his own account.

Sunol, Neb.—Demers & Son have bot the plant of the Sunol Lbr. Co., dealers in grain, lumber and coal and are the only dealers here at present.—L. F. Demers.

Woodcliff sta. (Fremont p. o.), Neb.—We will build an elvtr. at this station. Have the site but have not let contract yet.—J. W. Moore, mgr. Leshara Farmers Elvtr. Co., Leshara.

Aurora, Neb.—The Aurora Elvtr. Co. has let contract for new machinery for its mill to the Wolf Co. and will build a 20,000-bu. elvtr. Frank Johnson of Falls City will be mgr. of the new plant.

Osmond, Neb.—We have built a 15,000-bu. addition to our elvtr. and have installed an adding machine in our office. The elvtr. of the McCaull Webster Elvtr. Co. has been closed.—J. L. Dennis, mgr. Farmers Elvtr. Co.

Nickerson, Neb.—We have installed a new 10-h.p. engine and have bot the lumber stock of the Crowell Lbr. & Grain Co. We built new lumber sheds and moved the stock to our plant.—A. Sinamark, mgr. Farmers Union Co-operative Ass'n.

Omaha, Neb.—H. K. Shafer, mgr. of the Canadian Mill & Elvtr. Co. at El Reno, Okla., a subsidiary of the Maney Mlg. Co. of this city, will succeed T. F. Blake as mgr. of the Maney Mlg. Co. here, Mr. Blake having resigned to go into other business.

Omaha, Neb.—The C., R. I. & P. Ry. Co. has bot the elvtr. of the Cavers Elvtr. Co. at Council Bluffs, Ia., paying \$70,000 for the property. The railroad company has been handling a great deal of the Kansas grain crop thru that city without storage facilities there. The company also bot 8 large lots and it is believed that the elvtr. will be enlarged in the near future.

NEW ENGLAND.

Ware, Mass.—The Ware Coal & Grain Co. has been organized.

Providence, R. I.—Gilbert E. Sabre, tor 50 years in the grain business at this point, died recently at the age of 71.

Madison, Me.—Kennebec Valley Farmers Exchange organized to buy and sell grain and produce; capital stock, \$10,000; officers, E. E. Towns, pres.; Harry S. Reynolds, treas.

Upton, Mass.—The grain warehouse of Eben Hall collapsed at 11:59 a. m., Nov. 21, and 135 tons of bagged grain and flour were spilled on the street. The building was 19 years old and was 50x30 ft. It stood on wooden posts, the grain floor being 12 ft. from the ground. It is that that some of the posts gave way and the weight of the grain against the walls caused them to burst.

Boston, Mass.—The annual meeting of the grain board of the Chamber of Commerce was held Dec. 3 and the following executive com'te was elected: Howard A. Crossman, Elmer E. Dawson, Clinton L. Eddy, Harry Hamilton, Albert L. Ireland, W. S. Leavitt, Frank J. Ludwig, Charles R. Rache, Charles N. Rogers, Walter E. Smith, Henry M. Thompson and Harry J. Wood. The nominating com'te is composed of Arthur W. Grimes, Matthew D. Benzaquin, Charles M. Cox, E. E. Rogers and F. W. Wise.

NEW JERSEY.

Trenton, N. J.—Chas. Haff, who was prominent in the grain trade for many years, died recently at the age of 67.

NEW YORK.

New York, N. Y.—Albert K. Taylor of Fagg & Taylor has applied for membership in the Produce Exchange.

Potsdam, N. Y.—H. W. Pearl has bot the elvtr. of the late F. H. Baldwin and will probably operate it himself.

Buffalo, N. Y.—James G. McKillen, mgr. for Dudley M. Irwin, recently broke his wrist while cranking his automobile.

Modena, N. Y.—J. E. Hasbrouck Co., Inc., incorporated to deal in grain, feed, farm products, etc.; capital stock \$40,000; incorporators J. E., I. E. and J. E. Hasbrouck, Jr.

New York, N. Y.—Chas. C. Rubins, one of the oldest grain brokers of the Produce Exchange, who has been regarded as a confirmed bachelor by his many associates on 'change, was recently married.

Belmont, N. Y.—Belmont Mlg. & Grain Co. incorporated; capital stock, \$10,000; incorporators, Chas. M. Hallock, Wellsville; J. L. Potter and Chas. D. Baxter. The company will operate the mill formerly conducted by Byron Gray.

Buffalo, N. Y.—Henry C. Tucker has been fined \$1,800 in the federal court for violating an injunction prohibiting him from using Chicago Board of Trade grain quotations without the consent of that board. The injunction was granted the Chicago exchange in 1906.

New York, N. Y.—Chas. A. Robinson, formerly of Gibbs & Robinson, who retired from the grain trade and active business last year, has decided to re-enter the trade and has formed a partnership with W. L. Sweet, Jr., of W. L. Sweet & Co., as Robinson & Sweet and will carry on a general export and domestic grain business. The withdrawal of Mr. Sweet will not cause any changes in the firm of W. L. Sweet & Co.

NORTH DAKOTA.

Gladstone, N. D.—Peter Becker is now working for the Farmers Elvtr. Co.

North Gate (no p. o.), N. D.—The Occident Elvtr. Co. is building at this point.

New England, N. D.—The new elvtr. of the Regent Grain Co. has been put into operation.

Krem, N. D.—The Knife River Grain & Lbr. Co. has let contract to L. Buege for a 25,000-bu. elvtr.

Harwood, N. D.—Farmers Elvtr. Co. incorporated; Theodore Kylo and Ed Nelson, incorporators.

Minto, N. D.—A. J. Miller of Grafton has bot the elvtr. of the Ely-Salyards Co. and will operate it independently.

Pingree, N. D.—The Equity Elvtr. Co. was awarded judgment for the full amount asked in its suit against S. Spencer.

Fargo, N. D.—Harmony Stock & Grain Co. incorporated; capital stock \$20,000; incorporators Wm. J. Howe, M. B. Howe and C. Schroder.

Sydney, N. D.—The Dakota Grain Co. has equipped its elvtr. with a new 600-bu. per hour cleaner.—W. L. Dean, agt. Winter-Truesdell-Ames Co.

Havanna, N. D.—P. H. Sothman, formerly mgr. of the Farmers Elvtr. Co., has bot the elvtr. of the Independence Elvtr. Co. at Cogswell.

Karlsruhe, N. D.—Our officers are A. A. Lee, pres. and mgr.; H. C. Reichsterg, vice-pres., and J. M. Jackson, sec'y and treas.—P. Almos, agt. Lee Grain Co.

Fargo, N. D.—The Tri-State Stock & Grain Growers will hold their annual meeting in this city Jan. 20 to 24, 1914. The meetings will be held in the New Auditorium.

Tolna, N. D.—M. G. Jacobson, mgr. of the Farmers Elvtr. Co. has lost his right hand as a result of the accident Oct. 28, when his hand and arm were badly mangled.

Charbonneau (no p. o.), N. D.—The Farmers Elvtr. Co. incorporated; capital stock \$20,000; incorporators S. Cook, Frank W. Erickson and Geo. W. Noble, all of Alexander.

Arnegard, N. D.—The Farmers Elvtr. Co. has been organized at this point by the farmers and business men of the vicinity. The new company will build an elvtr. in the spring.

Churchs Ferry, N. D.—Phillip Fribery, employed at the elvtr. of the Farmers Elvtr. Co., accidentally shot himself while on a hunting trip. His injuries are not serious, however.

Ypsilanti, N. D.—My successor is A. C. Lundley. I had to quit the grain business as I could not stand the dust any longer.—Amos Jacobson, formerly agt. Andrews Grain Co.

Zap (no p. o.), N. D.—The Star Elvtr. Co. of Jamestown is building a 40,000-bu. cribbed elevator with rope drive 10-h.p. Fairbanks-Morse Engine, and 6-ton Howard Dump Scale. The elvtr. will be ready for operation about Jan. 1. L. O. Hickok & Son have the contract.

Buchanan, N. D.—Alex Kaiser has succeeded me as mgr. for the Occident Elvtr. Co. at this point. The company recently bot the elvtr. of the Powers Elvtr. Co., its own elvtr. having burned.—F. J. Sturma, Berea.

Garrison, N. D.—While cleaning out the elvtr. boot in the elvtr. of the Equity Elvtr. Co. recently, Gottfert Peters caught his hand in the machinery and one finger was cut off. Ed. Jorgensen is mgr. for the company.

Cogswell, N. D.—We have sold our elvtr. to P. H. Sothman, formerly mgr. of the Farmers Elvtr. Co. at Havanna, giving possession Dec. 4. He will operate as the Cogswell Independent Elvtr. Co.—I. W. Overton, mgr. Independent Elvtr. Co.

Cogswell, N. D.—The Farmers Co-operative Elvtr. Co. was organized Nov. 29; capital stock, \$20,000; officers, G. H. Noyes, pres.; L. A. Dodge, sec'y, and L. E. Cole, treas. The new company will build a 25,000-bu. elvtr., and feed mill.—I. W. Overton, mgr. Independent Elvtr. Co.

Hurdsfield, N. D.—The elvtr. of the Occident Elvtr. Co. has been closed for the season, on account of the sudden death of Mgr. J. B. Hofer, Nov. 26. We have taken all of the flour and coal that the company had on hand. Mr. Hofer's death was due to heart's disease.—W. M. Thompson, agt. Andrews Grain Co.

Millers Spur (Bordulac p. o.), N. D.—The Farmers Elvtr. Co. incorporated; capital stock, \$10,000; incorporators and officers, Sam Schultz, pres.; John Rodgers, vice-pres.; Andrew Wentland, temporary sec'y-treas. The new company has bot the elvtr. of the Tousley Elvtr. Co. and will begin operating Jan. 1.

Mohall, N. D.—Iron sheeting on the office of the Farmers Elvtr. Co., prevented the spread of a fire that gutted one end of the office and destroyed all of the furniture, including the desk with its contents. The loss amounted to \$500. The blaze is that to have started either from some waste lying on the floor or to an overheated bearing on a shaft directly under the floor. Quick and efficient work helped to confine the fire to the office and saved the 40,000-bu. elvtr. adjoining.

Deering, N. D.—The elvtr. of the Cargill Elvtr. Co. burned at 11:30 p. m. Nov. 26. The fire was discovered in the cupola and all efforts to save the building failed. The elvtrs. of the Farmers Elvtr. Co. and The Acme Elvtr. Co. stand on each side of the burned building, but as there was no wind, the houses escaped the fire tho only 40 ft. from the blaze. The Cargill Elvtr. had been closed for the last 8 months and contained no grain. The loss is total and amounts to about \$5,000.

Stanton, N. D.—Elvtr. sites in the following new towns on the Stanton Branch of the Nor. Pac. have been granted: Olin-da (no p. o.), Beulah sta. (Mandan p. o.), and Hazen, Occident Elvtr. Co., Minneapolis; Hazen and Beulah sta. (Mandan p. o.), Powers Elvtr. Co., Minneapolis. The elvtrs. of the Occident Elvtr. Co. will be 40,000-bu. houses and equipped with 6-ton Fairbanks Dump Scale and 10-h.p. Fairbanks Engine. L. O. Hickok & Son have the contract for the 3 houses.

Bismarck, N. D.—The state railroad com'n has issued an order practically forbidding the use of flax tables to compute the amount of dockage in flax. The custom in the state has been to test flax at the request of the seller, but instead of taking the exact proportion of dockage as indicated by the test, the tables have been referred to as giving the correct dockage and this, farmers allege, results in a loss to them. The new rule of the com'n is as follows: Rule 26. In computing the number of lbs. of dirt or foreign matter in small grain, no table shall be used which justifies taking a greater number of lbs. of dockage than the percentage arrived at in the test will warrant.

OHIO.

Alvada, O.—W. C. Roller is scooping at this station.—A. K.

Beloit, O.—A. J. Stanley has succeeded H. G. Stanley & Son.

Haviland, O.—Pinnegan & Mitchel are scoop shoveling here.—A.

Bradner, O.—I have succeeded Mericle & Kortier.—C. H. Kortier.

Akron, O.—W. R. Welton is now mgr. for the Pioneer Cereal Co.

Ashland, O.—We are out of the grain business.—Alexander & Merkel.

Bluffton, O.—I am now mgr. for the Pluffton Mlg. Co.—E. L. Diller.

Forest, O.—E. S. Monce is a scoop shoveler at this station.—C. E. Emery.

Sugar Ridge, O.—The elvtr. of L. A. Trepianier will be completed about Jan. 1.

Cedarville, O.—Andrew Bros. are scoop shoveling here.—Kerr & Hasting Bros.

Blanchester, O.—S. B. Craig & Co. are scoop shovelers at this point.—Dewey Bros. Co.

Akron, O.—We have succeeded the Peterson & Wright Co.—The Wright-Eddy Co.

Roscoe, O.—E. S. Lee contemplates remodeling his plant.—Hanley Mlg. Co., Coshocton.

Bradford, O.—I have succeeded Pugh Bros., prop's of the Bradford Grain Co.—Roe Pugh.

Eldorado, O.—I am enlarging my elvtr. and installing some new machinery.—A. W. S. Locke.

Columbus Grove, O.—Jerome Elliott has been scooping grain at this point.—Thompson Foust & Co.

Blakeslee, O.—I have bot the elvtr. of Raymond P. Lipe & Co. at this station.—H. C. Dachsteiner.

Glendon (Sabina p. o.), O.—W. D. Rapp & Son succeeded us at this point.—Dewey Bros. Co., Blanchester.

Camden, O.—E. C. Wright is now mgr. for the Farmers Grain & Supply Co.—Payne & Eikenberry Co.

Eaton, O.—C. H. Robinson is building a 3,700-bu. elvtr. and will use it as a storage addition to his milling plant.

Botkins, O.—Grain firms in business at this station now are Paul & Shafer and the Sheets Grain Co.—S. G. C.

Bellefontaine, O.—The Bellefontaine Hay & Grain Co. is out of business at this point.—Harry D. Pendrey, formerly mgr.

Ansonia, O.—The J. M. Pence Grain Co. has succeeded the Ansonia Grain Co. J. H. Feltman is scoop shoveling here.—A. G. C.

Broughton, O.—We have installed a steam plant, taking out the gasoline engine we used.—A. White, mgr. John Wickenhiser & Co.

Leesburg, O.—We are building a 60x100 ft. warehouse for transit feeds and have installed a drier in our elvtr.—The Dewey Bros. Co., Blanchester.

Melbern, O.—We have bot the hay and grain business of C. A. Hepker, and will take possession Jan. 1, operating as Ruff & Brakeman.—J. G. Brakeman.

Collinsville, O.—Shellabarger & Garrett are out of business at this station. I am now mgr. for Payne & Eienberry Co., succeeding J. H. Shumaker.—Gler Gnette.

St. Henry, O.—The 30,000-bu. elvtr. and 150-bbl. mill of the defunct Farmers Grain & Mlg. Co. will be sold by order of court, Dec. 17. L. F. Franck is receiver for the company.

Gettysburg, O.—The elvtr. of C. B. Burns burned May 8, and he is not in business at this point, having located at Bowlsville. We are the only grain dealers here at present.—Petersime & Toman.

Fostoria, O.—Altho the city council authorized the piping of city water to the elvtr. of the Fostoria Grain Co. over 6 weeks ago, the work has not been done and unless some action is taken at once, steps will be taken to compel the council to carry out its order.

Ashley, O.—L. H. Bisel has discontinued the grain business here, having sold to Clarence Humphries, who, however, does not handle grain. Only dealers here are H. M. Conger and myself.—F. C. Goodrich.

Middletown, O.—The Middletown Mlg. Co. and the F. O. Diver Grain Co. have been consolidated and incorporated under the name of the F. O. Diver Mlg. Co. The capital stock of the new company has been increased to \$75,000.

Deshler, O.—We have just completed an addition to the main building and built a new grinding room. We have installed a Monarch Grinder, Gen. Electric 15-h.p. Motor, 2 7½ transformers and a Smith Sheller. We lowered the driveway and the main shaft 5 ft. The improvements cost \$2,000. The Burrell Engineering & Constr. Co. had the contract. Geo. Dull has resigned as gen. mgr. of our firm and W. B. Grammer, pres., is now in charge.—The Henry County Grain Co.

CINCINNATI LETTER.

B. W. Gale, pres. of the Gale Bros. Co., is still confined to his home by illness.

Members of the Grain Dealers Credit Ass'n held its 5th annual banquet at Meidel's Hall, Nov. 24. The dinner was followed by a card party and dancing and a general good time was reported by the 150 members and friends present.

At an informal supper at the Business Men's Club, Dec. 6, Guy M. Freer, traffic mgr. of the Chamber of Commerce, reported the recent proceedings before the Interstate Commerce Com'n, G. M. Horton talked of traffic matters and John Blanton spoke on the advantages of a joint inspection and weighing buros.

Complaint has been made to the Cincinnati Southern Ry. Co. by the Receivers & Shippers Ass'n that the company operating the road is discriminating in freight rates against the city of Cincinnati, which owns the road, but leases it. The trustees asked for an opinion from Judge Taft, Dec. 5, and he decided that if these rates were changed other rates would also have to be changed and the market would be no better off. After Judge Taft finished, Judge John R. Saylor, pres. of the board of trustees of the Cincinnati Southern, said: "The case is now up to the shippers to produce evidence of discrimination, that they may take it before the Interstate Commerce Commission themselves, or ask the trustees to do so." This controversy has been going on since 1891 and still seems far from a satisfactory settlement.—S.

TOLEDO LETTER.

A. W. Boardman, mgr. of the East Side Iron Elvtr., has been elected Director of Public Service for this city.

The Toledo Produce Exchange has discontinued the cash grain call which was used to establish the official daily closing prices for wheat, corn and oats to arrive.

The Lake Shore Ry. Co. has granted an allowance of ½¢ per bu. on all grain unloaded from boats at this market and it is expected that all other roads will make the same allowance.

The moisture charge on corn received which has been in effect since Nov. 10, has been abolished and charge to shipper per car on corn received, will be 75 cents per car, which includes inspection, weighing and moisture test when necessary.

D. A. Noyes, formerly mgr. of the Central Grain Co., resigned last spring and since that time the elvtr. owned by that company has been operated as a public house and the company is not now engaged in the grain business. We are taking care of any business offered the Central Grain Co. while the elvtr. is being operated by that company.—Mollett Grain & Mlg. Co.

OKLAHOMA.

Marlow, Okla.—S. T. Shaw is now mgr. for D. E. McAnaw.

Hydro, Okla.—C. T. Willis of Anadarko has succeeded G. W. Wright as mgr. of the Farmers Elvtr. Co.

Helena, Okla.—Warehouses are being built by our company and the Enid Mill & Elvtr. Co.—W. M. Halfhill, mgr. Arkansas City Mlg. Co.

Blackwell, Okla.—R. W. Amerine has succeeded Frank Foltz as mgr. of the Blackwell Mill & Elvtr. Co., Mr. Foltz having resigned to spend the winter in California.

Medford, Okla.—Col. A. M. Edward, vice-pres., treas. and mgr. of the Medford Mill & Elvtr. Co., has announced that the company will build a 20,000-bu. elvtr. on the R. I., on the site of the old Medford Mill burned in 1911.

El Reno, Okla.—H. Dittmer, auditor for the Maney Mlg. Co., will succeed H. K. Shafer as mgr. for the Canadian Mill & Elvtr. Co. here. This is a branch of the Maney Mlg. Co. of Omaha, and Mr. Shafer has been promoted to the managership at that point.

OREGON.

Portland, Ore.—M. H. Houser has closed his grain buying office at Uniontown, Wash., temporarily, and I will travel for him with headquarters in this city.—Frank Thoms.

Astoria, Ore.—The Astoria Mlg. Co. has let the contract for the new elvtr. and mill it will build at this point. Work has been started and it is expected to have the house finished by Jan. 1.

PENNSYLVANIA. PHILADELPHIA LETTER.

Chas. H. Squiers, of C. H. Squiers & Sons Co., is again on 'change, having recovered from his recent long and serious seige with typhoid fever.

Donald McKay, formerly with Brooke & Pennock, has been admitted to membership in the Chamber of Commerce and will represent E. M. Richardson.

Wm. L. Bear & Co. temporarily suspended business Dec. 4, pending the result of involuntary bankruptcy proceedings. A petition was filed to have Wm. L. Bear individually and trading as Wm. L. Bear & Co., adjudged a bankrupt, the creditors claiming less than \$2,500.

SOUTH DAKOTA.

Springfield, S. D.—Work has been started on the new elvtr. of J. C. Pigsley.

Veblen, S. D.—The National Elvtr. Co. is building a 30,000-bu. cribbed elvtr. T. E. Ibberson is doing the work.

Victor, S. D.—Oscarson & Dahl have let a contract to T. E. Ibberson for the building of an elvtr. early next spring.

Garretson, S. D.—Wm. Callahan of Brookings, has traded a quarter section of land, for the old elvtr. property of Lausbeche & Beck.

Waubay, S. D.—C. H. Richards was awarded judgment for \$3,250 in his suit against the Empire Elvtr. Co. in a dispute over grain. He sued for \$8,000.

Crandon, S. D.—Seiberg & Craig have closed their elvtr. for the season and we are the only dealers here at present.—G. G. Stahl, mgr. Farmers Elvtr. Co.

Plumb sta. (Lesterville p. o.), S. D.—The 25,000-bu. elvtr. of F. L. Wheeler of Scotland, will be completed at an early date by the Younglove Constr. Co. which has the contract.

Claire City (Eddy p. o.), S. D.—The National Elvtr. Co.'s new elvtr. is now completed, capacity 30,000 bu. The equipment includes Fairbanks-Morse Engine and Scales. T. E. Ibberson had the contract.

Claire City (Eddy p. o.), S. D.—The rebuilding of the 30,000-bu. elvtr. of the Miller Elvtr. Co. which was torn down at Sumter, Minn., and moved to this city, is nearly completed. T. E. Ibberson is doing the work.

Yankton, S. D.—Since the elvtr. at this station burned, our company has been out of business at this point, and I have been transferred to the elvtr. of the company at Buffalo, Mont.—H. E. Pasek, agt. McCaull-Webster Elvtr. Co.

Hammer Siding (Eddy p. o.), S. D.—The Farmers Elvtr. Co. is building a 30,000-bu. cribbed elvtr. and is installing a No. 66 Fosston Cleaner, 12-h.p. Fairbanks Oil Engine and Fairbanks Wagon Scale. T. E. Ibberson is doing the work.

Rosholt, S. D.—The 30,000-bu. elvtr. of the Miller Elvtr. Co. which was torn down at Olivia, Minn., and moved to this city, has been rebuilt. The new equipment includes an Otto Engine and one elvtr. leg. T. E. Ibberson has the contract.

Beardsley sta. (Parkston p. o.), S. D.—The 25,000-bu. elvtr. of Chas. Zehnpfennig and John Tiede of Parkston, is nearly completed. The Younglove Constr. Co. has the contract. The equipment will include rope transmission, an 8-h.p. gasoline engine and a manlift.

Claire City (Eddy p. o.), S. D.—The elvtr. now under construction for the Farmers Elvtr. Co. has a capacity of 30,000 bus. and is of cribbed construction. It is equipped with a No. 66 Fosston Cleaner, one leg, Fairbanks Wagon Scale and Oil Engine. Coal sheds will be built in connection. T. E. Ibberson is doing the work.

Tripp, S. D.—The Farmers Elvtr. Co. has bot the elvtr. of the Carlon Elvtr. Co., paying \$4,500. This gives the company 2 elvtrs. The farmers did not buy the elvtr. to secure more business but because they wished more cars for grain shipments. There are 6 elvtrs. at this station and cars are scarce. Several times the Farmers Elvtr. Co. has had to close its house on this account, but as it will now receive double the number of cars allotted to it in the past, it is thot that there will be no further suspension in operation.

SOUTHEAST.

Norfolk, Va.—J. M. Gwaltney has let contract for a \$25,000 corn and feed mill.

New Bern, N. C.—New Bern Hay, Grain & Seed Co., incorporated; capital stock, \$25,000; incorporators C. A. Seafert and others.

Jacksonville, Fla.—The Gulf Grain Co., incorporated; capital stock \$40,000; incorporators J. G. Permenter, O. L. Vodermark, T. K. Hatcher and S. Permenter.

Danville, Va.—The plants of Swanson Bros. & Co. and the Smith Feed & Seed Co. were damaged by smoke and water, Nov. 18, when the building next to them was gutted by fire.

TENNESSEE.

Memphis, Tenn.—Sidney M. Bray and J. L. Nessly have been admitted to membership in the Merchants Exchange.

Memphis, Tenn.—Memphis has yet to buy red rust proof oats and will not buy until demand develops.—E. W. Wyatt.

TEXAS.

Marshall, Tex.—The Marshall Mill & Elvtr. Co. is improving its plant.

Brownwood, Tex.—The Austin Mill & Grain Co. is installing electric power to replace the steam.

Wichita Falls, Tex.—The Wichita Falls Mill & Elvtr. Co. will build a 500,000-bu. elvtr. in connection with its mill.

Hamilton, Tex.—E. A. Rankin has resigned as mgr. for the Hamilton Mill & Elvtr. Co. He has gone to Waco where it is said he will engage in the grain business.

Miami, Tex.—The Court of Civil Appeals of Texas has decided in favor of the Bank of Miami in its suit against the Kell Mlg. Co. and S. M. Bird. S. M. Bird, with one D. B. Darby, constituted the Chillicothe Grain Co., which had entered into an agreement with the Kell Mlg. Co., by virtue of which S. M. Bird was to buy grain at Miami, Roberts Co., Tex., and ship it to the Kell Mlg. Co., at Vernon, Tex., which company was to finance the buying of the same and elevate it in their elvtr. at Vernon. Under this agreement, a certain amount of grain was purchased by Bird, during the year 19—, and shipped under the contract, by the terms of which the Chilli-

cothe Grain Co. was to receive a certain amount per bushel for some of the grain, and a certain amount per hundred-weight upon other grain, in excess of the cost, the Kell Mlg. Co. to pay the drafts attached to the Bs/L drawn for the complete amounts; said company, however, to receive a certain amount per bushel for financing the transaction and the profits thereafter to be divided. Under this contract, Bird shipped seven cars of grain to the defendant milling company, and drew upon that company, the drafts, however, going to protest; and, as a result of these transactions, the Chillicothe Grain Co. claimed a balance against the milling company upon the accounts between them for the sum of \$857.54; Darby's interest in said account was transferred to Bird; and Bird transferred the same and guaranteed its payment to the Bank of Miami; and, upon a trial to a jury, a verdict was rendered against the Kell Mlg. Co. for the amount of the balance, and also against S. M. Bird, as guarantor of the account.

UTAH.

Tremonton, Utah.—Waldron & Brenkman have dissolved partnership, Mr. Brenkman having sold his interest to Waldron & Harris Bros.—L. B.

WASHINGTON.

Shelton, Wash.—Thos. O'Neill will build an elvtr. at this point.

Centerville, Wash.—A Farmers Elvtr. Co. has been organized with a capital stock of \$12,000 and an elvtr. will be erected.

North Yakima, Wash.—The North Yakima Mlg. Co. is making improvements in its elvtr. and mill, costing \$10,000.

Wilbur, Wash.—The Graingrowers Warehouse Co. has completed its 80,000-bu. elvtr., consisting of 8 cement tanks, erected at a cost of \$18,000.

Spokane, Wash.—Arthur A. Rutter, with offices in the Traders Bank Bldg., has filed a petition in bankruptcy, scheduling liabilities at \$17,000 and assets at \$11,000.

Seattle, Wash.—S. V. Carey, ass't attorney general, has officially expressed the following opinion in regard to wheat warehousing: Where a wheat buyer does not store the grain bot, or where a miller accepts wheat from a farmer, dumping the wheat into the miller's bins, retaining the right to grind it into flour at any time, permitting the farmer to sell at his pleasure, and charging no storage, the wheat buyer is not a warehouseman and it is not necessary for the buyer or miller to give a bond or obtain a license.

Pullman, Wash.—The annual meeting of the Washington Graingrowers, Millers & Shippers Ass'n will be held in this city Jan. 6 to 8. David Houston, Sec'y of Agriculture, will probably be one of the speakers. The program at present includes "The Marketing of Grain" by Lewis Delevuk, Quincy; "Methods of Farming on the State Farm" by Prof. Severance of the state agriculture college; "The Improvement of Our Weights" by Prof. Olson; and a talk on the comparative handling of grain in bulk and in sacks from the buyer's point of view, by R. T. Lord of Spokane. It is expected that J. H. Perkins, head of the state Agricultural Com's'n, State Grain Inspector R. D. Jarbow and C. L. Smith of the Ore.-Wash. Railway & Navigation Co. will address the delegates. Efforts are being made to secure talks by Dr. H. B. Humphrey of the U. S. Dept. of Agriculture on smut, and Dr. Clark Black of Pomeroy on rural credits.

WISCONSIN.

Jewett, Wis.—The elvtr. of the Western Elvtr. Co. collapsed recently.

Neillsville, Wis.—The recently organized Farmers Elvtr. Co. has bot the elvtr. of A. B. Marsh.

New Richmond, Wis.—The New Richmond Roller Mills Co. has increased its capital stock from \$100,000 to \$300,000.

Prescott, Wis.—F. W. Stokes, formerly mgr. for the Farmers Elvtr. Co. at Hastings, Minn., has succeeded L. L. Druley as mgr. for the Farmers Equity Exchange. Mr. Druley has resigned, having bot an interest in the M. T. Dill Grain Co. at this point.

Watertown, Wis.—Henry Mulberger has resigned as mgr. of the Globe Mlg. Co. but will retain his interest in the company. His resignation is to take effect Jan. 1. Geo. A. Mauscho, associated with J. B. A. Kern & Sons, of Milwaukee, for 20 years, will succeed him.

MILWAUKEE LETTER.

Frank Bell, brother of Wallace M. Bell, is now traveling for W. M. Bell & Co.

The Rialto Elvtr. Co. recently spent \$15,000 in improvements in its elvtr. New garners and scales were installed.

Samuel W. Tallmudge, a member of the Chamber of Commerce since 1863, is seriously ill. He is 69 years old and for 50 years has been active in the grain trade.

Runkel & Dadmun recently sold what is said to have been the largest car of barley ever received at this market. It contained 121,390 lbs. or 2,528 bus. and 46 lbs. The usual carload is 1,200 bus.

New members of the Chamber of Commerce are: Geo. D. Thorson, Arthur H. McIntyre, Edw. A. Weschler, Jas. T. Murphy, Edwin Pick. The following memberships have been transferred: John W. McGraw, Hugo Damm, and the estates of D. D. Weschler, and Jas. A. Bryden.—H. A. Plumb, sec'y.

The new re-inforced concrete elvtr. of P. C. Kamm & Co. is 44x143 ft. The workhouse is 28x44 ft. and 144 ft. high. East of the main building is a steel dust house and track shed 40x36 ft. and 60 ft. high, covered with galvanized steel siding. The house will have a capacity of 230,000 bus. and will be completed by Jan. 1.

The amendments to the rules recently adopted provided for the elimination of the "Call Rule," and for the adoption of new grades for the inspection of flax seed. By the "Call Rule" amendment all reference to a Call Board and the com'te governing same are stricken from the rules of the Chamber of Commerce. The changes in the rules for the inspection of flaxseed were made necessary because the rules were out of line with those in effect in Minneapolis and Duluth, that is, the Minnesota state grades. This amendment adopted on Nov. 26, makes grades at Milwaukee for the inspection of flax seed conform to those of the State of Minnesota.

Section 7 of Rule 27 of the Chamber of Commerce, was amended Nov. 26, to read: "The Inspector at the date of inspection shall issue in the name of owner or agent of flax seed inspected a certificate setting forth the grade, per cent of impurity, weight per measured bu. and fees. Also the name of railroad or vessel by which received or shipped, the number and initial of car and the number of gross bus. said to be shipped from named elvtr. or warehouse provided always that duplicate certificates shall be issued only to owners, or agents, or their order." These amendments were adopted, Nov. 26, by practically a unanimous vote.—H. A. Plumb, sec'y, Chamber of Commerce.

WYOMING.

Wheatland, Wyo.—The elvtr. of the Chugwater Farmers Co-operative Ass'n has been completed.

THE BALKAN was forced every active Bulgarian male into the army; and the women had to run the farms last year. The result was an increase of 6% in the crops.

THE MONEY spent for a year's subscription to the Grain Dealers Journal is well spent by any one in the grain business.—Thomas E. Meany, agt., Hunting Elevator Co., Waldorf, Minn.

Demurrage on Loaded Cars Can Not Be Recovered By Carrier Failing to Furnish Empties.

The Court of Appeals of Kentucky recently gave a decision in favor of A. Waller & Co., grain dealers of Henderson, Ky., in the suit brot by the Louisville & Nashville Railroad Co. to recover \$410 demurrage on grain laden cars which the grain firm had not unloaded within the free time.

Between Sept. 23, 1906, and Apr. 9, 1907, demurrage accrued at the rate of \$1 per day per car under the rules regularly in force. Defendants, A. Waller & Co. in court pleaded that

The demurrage on account of which the plaintiff sues, accrued thru no fault of this defendant but accrued solely and only because of the failure and refusal of the plaintiff to furnish it cars in which to ship its grain. That its elevator was full, and it could not unload the grain from the cars in question until it was furnished cars in which to ship the grain in the elevator, which the plaintiff failed and refused to furnish, though requested so to do, and it also refused to permit the defendant to unload and reship in the same cars for which demurrage is charged.

If it had furnished such cars or permitted defendant to unload and reship in the same cars, this defendant would and could have unloaded the grain in the cars on account of which this action is brought within the time allowed for that purpose, and said demurrage would not have accrued. The cars used for which demurrage is charged in the petition were weak, dilapidated, and of an inferior quality, such as were not fit to use, and could not be used, and were not used in the regular course of the plaintiff's business. The said cars were shop cars and were only used by the plaintiff to haul the grain from the railroad wharf boat on the Ohio river to the elevator of the defendant and to the Henderson elevator, a distance of about half a mile. Said cars were such as the plaintiff, under the rules mentioned in the petition, had no right to charge demurrage for, and for this reason this defendant is not liable for said demurrage, and the plaintiff has no right to charge for or to collect said demurrage.

Plaintiff railroad company alleged:

There was an unusual, unforeseen, and unprecedented demand for cars on plaintiff's line of railroad; that said condition existed on all railroads thruout the United States at said time; that the plaintiff had on hand at such times a sufficient equipment to take care of and handle its usual and ordinary business; that during said months it furnished the defendant with its pro rata proportion of plaintiff's equipment of cars; and that any failure, refusal, or inability to furnish defendant more cars than it did furnish it was due to the said unprecedented, unusual, and unforeseen press of business.

The Circuit Court of Henderson County gave the railroad company judgment for \$6 only on a few items that were not disputed by defendant, and the railroad company prosecuted an appeal to the court of last resort, where Judge Carroll held

As the rights of the parties are to be settled independent of recent federal legislation and such rules and regulations as may have been established thereunder and according to principles that were formerly well established, we have no difficulty in adjudging that the consignee in this case had the right to assert against the charge for demurrage the claim for damages set up in this counterclaim.

In Missouri Pacific Ry. Co. v. Peru-Van Zandt Implement Co., 73 Kan. 295, 85 Pac. 408, 87 Pac. 80, 6 L. R. A. (N. S.) 1058, 117 Am. St. Rep. 468, 9 Ann Cas. 790, the court, after considering numerous authorities, said: "Where a common carrier becomes liable to the consignee of goods for damages to the property received in transit, and the amount of such damages equals or exceeds the freight bill on the damaged goods, the lien of the carrier is thereby extinguished, and the consignee is entitled to the possession of such goods without payment of freight, and in such case a refusal of the carrier to deliver the goods to the consignee upon demand constitutes a conversion."

In Hutchinson on Carriers (3d Ed.) § 799, the rule is thus announced: "The party liable for the freight, however, when sued, may set up, in answer to the claim, any breach by the carrier of his contract and will be allowed to set off any loss or damage to the goods for which he is liable or sustained by him in consequence of unreasonable delay in their carriage or delivery." To the same effect is Elliott on Railroads, vol. 4, § 1567a.

Many of the authorities we have cited relate to the right of a consignee to set off his claim for damages against the charge for freight; but if this is allowable, as the uniform current of authority shows it is, there can be no doubt of the right of a shipper to set off his claim for damages against a charge asserted for demurrage, which can certainly occupy no better attitude than a claim for transportation fees.

The judgment is affirmed.—159 S. W. Rep. 590.

BRITISH GRAIN MEN FAVOR Government Grades.

The attitude of English grain men towards the tentative grades is well expressed in the following remarks made by A. J. L. Payne, representing the London Corn Trade Ass'n, at the conference held by Sec'y of Agriculture Houston Oct. 29, at Washington. Mr. Payne said:

The grain men in London are entirely in favor of the tentative grades and are delighted to hear that federal inspection is likely to be brot in with good effect, and we certainly think it will. However, there is one point, or rather three points, I would like to make in this connection.

First of all, the desirability of using the grade and commercial showing which we on the other side have always heretofore used for No. 3 mixed corn is apparent. If it is written down to the extent of 17½% moisture content, it is unquestionable that there must be proper governmental arrangement for ascertaining the moisture content; and assuming that we shall have federal inspection, we would ask that the certificate should contain or have marked on it the moisture content of the grain which it represents—in other words, that the moisture content of the corn shipped should form an integral part of the affair. We urge this as a very important item, indeed, because it confirms our confidence in the quality of the grain that is shipped.

The question of moisture contents has been up before us several times within the last two or three years. A great divergence of opinion was shown, but after considerable discussion we came to the conclusion that export corn should contain not more than 16%. Some even thought that it ought to be cut down to as low as 14%.

We want, if possible, to abolish what has been known as the "export grade." This is a grade that grew up in this country for some years past; indeed I do not know when it first started. We want to have one grade, so to say, for all the world.

The Department of Agriculture asked us whether we thought any business would be done for export in No. 4 grade, which contains 19½% of moisture, between December and April. The exporter who buys corn containing that much moisture does not know what he will get; and if there is any delay in marketing it, it will turn out badly and he will lose several times the difference in price. Exporters will want as near 16% as they can get. From the report I have of the last meeting of our executive com'tee, this matter of buying 19½% corn for December to April shipment was considered, and it was thought that practically no business would be done in such corn.

Short Selling Common in Business.

Grain business is not the exception. It is the general rule. "Selling of property for future delivery by persons who do not at the moment possess it, is common to nearly all business," says a prominent business man. "All building operations are of this character. The contractor is a short seller in the same sense that a cotton broker is, who agrees to supply a manufacturer with a quantity of cotton which he does not possess, but which is still growing. The same applies to grain."—C. A. King & Co.

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Designed especially for mailing samples of grain and seed. Specimens Free.

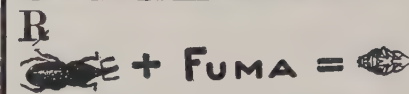
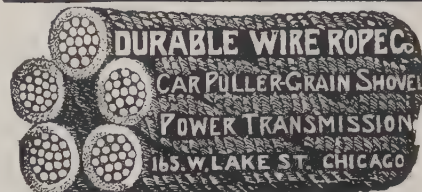
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Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

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Live weevil plus a little Fuma equals dead ones every time.

Fumigate Your Elevators and Mills with

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The only satisfactory method of treating grain in the bin, kills all insects, weevils, moths, etc.

10c. per lb., in 50 lb. and 100 lb. drums.

Send for printed matter.

EDWARD R. TAYLOR
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Torsion Balance Grain Test Scale

Designed according to suggestions of the U. S. Government for the Determination of Moisture in Grain.

The Torsion Balance Co.

No. 92 Reade St.
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Transit Leaks

are unknown to the grain shippers who use

Kennedy Car Liners

Enormous Increased Sales prove the Efficiency, Merit and Serviceability of these liners.

The Kennedy Car Liner

is the only device offered the grain shipper that makes a car Leak-Proof.

CHEAP—MODERN—PROFITABLE

Write now for particulars

The Kennedy Car Liner & Bag Co.

SHELBYVILLE, INDIANA, U. S. A.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

Mo. Pac. in Sup. 7 to 4746 quotes rates on grain and grain products from stations in Kan., to Colo. and Kan. stations, effective Dec. 5.

C. M. & St. P. in Sup. 4 to 5903-D quotes rates on wheat, corn and oats from its stations in Minn., N. D., S. D. and Ia.; and its stations and connections, effective Dec. 1.

C. & N. W. in Sup. 5 to 9462-B quotes rates on grain and grain products from Ill. and Mississippi River points to Canadian cities, Atlantic seaboard and interior points, effective Nov. 22.

C. & A. in Sup. 7 to 1581-B quotes rates on grain, grain products, and by-products from its stations and connections to eastern Canadian, Atlantic seaboard and interior points, effective Nov. 17.

Mo. Pac. in Sup. 16 to 1258-E quotes rates on grain and grain products from points on Missouri River, to Memphis, Tenn., New Orleans, La., and stations in Ill., Mo., Minn., Fla., Ark., and Miss., effective Nov. 18.

C. R. I. & P. in 29641 quotes rates on grain and grain products from its stations and connections in Minn. and S. D. and Missouri River points, to Mississippi Valley stations and rate points, effective Nov. 29.

G. N. in Sup. 1 to 24506 quotes rates on wheat and corn between Minneapolis, Minnesota Transfer, Duluth, St. Paul, Minn., and Superior, Wis.; and stations in Minn.; effective state Oct. 23; interstate Dec. 10.

C. G. W. in Sup. 8 to 22-A quotes rates on wheat, corn, oats, rye, barley, millet and flax seed, between Milwaukee, Wis., and its stations in Ill., Ia., and Minn., effective Jan. 1, 1914 except when otherwise specified.

C. & A. in Sup. 2 to 1570-D gives rules governing transit privileges on grain at Chicago, Lincoln, Springfield, Lockport, Alton, East St. Louis, Ill., St. Louis, Mo., Missouri stations and other stations, effective Dec. 16.

C. & A. quotes a proportional rate of 13c on oats, barley and corn meal, 14c on wheat, 16c on flax seed, and 19c on hemp seed, from Kansas City, Mo. and stations taking same rate, to Memphis, Tenn., effective Dec. 26.

M. K. & T. in Sup. 1 to 4459-A quotes rates on grain and grain products from Chicago, Ill. and its stations in Kan., Mo. and Okla., to Memphis, Tenn., Little Rock and Ft. Smith, Ark. and other stations, effective Dec. 10.

Ill. Cent. in Sup. 23 to 3969-C quotes rates on grain and grain products from its stations to Cairo, Ill., and to Evansville, Ind., Mounds and Cairo, Ill. when for shipment to southeastern and Carolina territories, effective Dec. 1.

Mo. Pac. quotes a rate of 11c on corn and 13c on wheat from Cairo, Gale and Thebes, Ill., and 13c on corn and 15c on wheat from East St. Louis and Du Po, Ill., and St. Louis and Carondelet, Mo., to Briark, Ark., effective Dec. 25.

M. K. & T. quotes a rate of 25c on wheat and 23c on corn from Alton, East Hannibal, East St. Louis, Ill., Hannibal and St. Louis, Mo., to Mohawk, Magnolia, Brister, Emerson & Kerlin, Ark.; also a rate of 21c on corn and 24c on wheat from stations named before to McNeil, Ark., effective Dec. 27.

C. R. I. & P. quotes a rate of 18c on wheat and flax seed and 17c on corn between Chicago and Peoria, Ill., and Lester, Ia.; also a rate of 11c on corn, 12½c on flax seed and 12½c on wheat between Peoria, Ill. and Zachary's and Van Ostrum Switch, Ia.; also a rate of 12½c on corn, 15c on flax seed and 13.9c on wheat, between Chicago, Ill., and Zachary's and Van Ostrum Switch, Ia., effective Dec. 27.

B. & O. Southwestern covering rules and regulations governing the reshipping of grain and grain products from Cincinnati to points in southeastern territory effective Dec. 9, in circulars C. F. O. No. 941-E and I. C. C. 7036.—S.

C. R. I. & P. quotes a proportional rate of 20½c on export wheat only, from Minneapolis, Minnesota Transfer, St. Paul, Owatonna and Faribault, Minn., to New Orleans, Port Chalmette, Westwego, La., Gulfport, Miss., and Mobile, Ala., effective Dec. 27.

A. T. & S. F. quotes a rate of 22c on imported corn and 24½c on imported wheat from Texas City, Galveston and Bolivar, Tex., to Russell, Pleasant Valley, Perkins, Coyle, Pawnee, Rambo, Glencoe, Yost, Stillwater, Mehan and Ripley, Okla., effective Dec. 15.

C. M. & St. P. in Sup. 4 to 1545-E quotes rates on grain and grain products from Minneapolis, Minnesota Transfer, St. Paul, Duluth, Minn., La Crosse, Wis. and rate points, to Chicago, Peoria, East St. Louis, Ill. and Milwaukee, Wis. and points taking same rates, effective Dec. 1.

C. G. W. in Sup. 4 to 97-A quotes rates on wheat, corn, and flax seed between Minneapolis, Winona, Red Wing, and St. Paul, Minn.; and its stations in Minn.; also rates on wheat and corn between Rochester, Minn., and Douglas, Pine Island, Lena and Zumbrota, Minn., effective Jan. 5, 1914.

Soo quotes a rate of 17c on wheat, corn, oats, barley and rye, and 18c on millet and flax seed, between Deapolis, Sander, Stanton and Mannheim, N. D.; and Minneapolis, Minnesota Transfer, St. Paul, Duluth, Minn., and Superior, Wis.; a rate of 20c on wheat, corn, barley and rye, and 21c on millet and flax seed between Crows Heart, N. D., and same points; a rate of 18c on wheat, corn, oats, barley and rye, and 19c on millet and flax seed between Expansion, N. D., and same points; and a rate of 19c on wheat, corn, oats, barley and rye, and 20c on millet and flax seed between Ree, N. D., and same points, effective Dec. 8.

C. & E. I. in Sup. 31 to 622-A quotes rates on grain and grain products from Chicago, Hopkins Park, Ill., Percy Junction, Coal Bluff, Independence, Wadena, Goodland, Foresman, La Crosse, Ind. and St. Louis, Mo., to Chicago, East St. Louis, Thebes, Ill., St. Louis, Mo., Evansville, Mt. Vernon, Goodland, Brazil, Terre Haute, Ind., and Louisville, Ky.; also a rate of 15c on car loads and 20c on less than car loads of seeds from Salem, Ill., to Paducah, Ky.; also a rate of 7½c on wheat, corn, rye, cats, barley and buckwheat from Freeland Park, Ind., and certain stations in Ill.; to Sheldon, Ill.; also a rate of 15c on brewer's and distiller's dried grain from Terre Haute, Ind., to Ft. Atkinson, Wis.; and a proportional rate of 4c on cotton seed from Thebes, Ill. to Cairo, Ill., effective Dec. 23.

THE SNAKE River, Idaho, has become so important a grain carrier that the Oregon Short Line, which now operates one steamer on the river, will put into service a second steamer principally for carrying grain.

SOUTHERN Nebraska farmers are feeding 12,000 bus. of wheat daily to live stock; and many mills in that section have installed small wheat grinding machines and are grinding from 300 to 1,000 bus. daily into wheat feed, according to Sec'y McKay of the South Platte Millers Club.

CONGRESS is a hard working body. A total of 38,032 bills and resolutions were introduced into the Senate and House during the 62d Congress; 43,363 bills and resolutions in the 61st Congress, and 38,388 bills and resolutions in the 60th. The 62nd Congress passed 716 laws; the 61st Congress, 882 laws, and the 60th Congress, 646 laws. In 1907 the legislatures of the various states of the Union passed 18,719 laws and resolutions.

Chicago Board of Trade Approves Rate Increase.

The directors of the Chicago Board of Trade on Nov. 26 endorsed the request of the Eastern railroads for a 5% increase in freight rates, in a resolution reading as follows:

RESOLVED, That inasmuch as the commercial interests of the country require increased transportation facilities and more adequate service, which facilities apparently can only be secured by an increase in the revenues of the carriers;

THEREFORE, the Board of Trade of the City of Chicago favors a uniform advance of 5 per cent in all rail rates, thereby furnishing the means to provide additional transportation facilities required.

Inasmuch, however, as the necessities of the carriers for more revenue have been anticipated in the so-called ex-lake rates, which have been subject to successive increases averaging about 40 per cent, without a corresponding increase in the all-rail rates, we protest against further advances in such rates, as they are at the present time too high.

This resolution was adopted upon the recommendation of the Transportation Com'te.

If the Interstate Commerce Commission approves the 5% advance in rates, the railroads will receive \$10,000,000 additional revenue yearly for the transportation of grain alone, as it is estimated that the freight charges on this commodity now total \$200,000,000.

TEXAS CAR DISTRIBUTION Law.

The law recently enacted in Texas governing the supplying of cars by railroads requires that written application must be made for cars, in which must be specified the number of cars desired, when desired and where desired.

These written applications must be filed by the railroads in the order received, without giving preference to any one. The railroad is allowed three days in which to fill orders for 12 cars or less, six days for more than 12 cars and less than 50, and ten days for 50 cars or more. If the railroad does not supply the cars ordered within the above time limits, it shall be liable to the applicant for \$25 per day damages for each car it has failed to furnish, plus all actual damages sustained by the shipper.

Applicant shall deposit with agent, or other representative, at the point the cars are desired, with whom the order is filed, one-fourth of the amount of freight charges for the use of such cars.

Cars shall be fully loaded by shipper within 48 hours after cars are placed; on failure to load within 48 hours, shipper shall pay the railroad company \$25 for such cars not so loaded; provided that when cars placed on orders placed on several days are "bunched" and delivered on the same day, the applicant shall have 48 hours for each car or lot of cars so delivered. In case applicant shall not use the cars ordered he shall pay, in addition to the penalty of \$25 per car, actual damages sustained by the railroad company through his failure to use such cars.

When cars have been supplied and loaded, the railroad company shall deliver to consignees within a reasonable time.

Consignees shall unload within 48 hours after delivery and notice, or forfeit to the railroad company \$25 per day for each car not so unloaded.

Parties bringing suit against the railroad company under this law shall be required to show by evidence that cars, if furnished, would have been loaded within the time specified by this act.

It is also provided that none of the provisions of this act shall forfeit or annul the demurrage regulations provided by the railroad commission, and all penalties accruing to the carrier thereunder shall be cumulative of and in addition to all demurrage charges prescribed by such commission.

Supply Trade

Peoria, Ill.—C. J. Hartley & Co., recently absorbed by the Hart Grain Weigher Co., has been moved from Decatur to this city. Both companies manufactured a line of grain weighers and loaders.

Milwaukee, Wis.—Hirsch Bros. have recently applied for registration of the trade mark "The Webber," for use in connection with their line of fanning mills, separators and grain and seed cleaning machines. They claim to have made use of this trade mark since 1894.

Chicago, Ill.—A lead headed nail for fastening corrugated roofing or siding has been patented by Alexander Filshie. The nail is said to be absolutely non-rustable, standing all climatic changes and weather conditions. A big saving is claimed for the use of this nail on account of the large surface covered by the head, the lead of which thoroly protects the hole made in the iron, preventing any moisture getting into the hole.

Chicago, Ill.—More testimony as to the serviceability and general worth of Salisbury "R. F. & C." rubber belting are some recent orders secured by W. H. Salisbury & Co., among which are shipments of 700 ft. of belting to the MacDonald Engineering Co., for use at St. Albans, Vt., 1,300 ft. of 30-inch 5-ply for one of the large elevators in the Winnipeg district, and one of 2,000 ft. to Grenoble, France. The Magee Grain Co. of Cairo, Ill., is putting in a special 14-inch Salisbury "R. F. & C." bleacher belt.

The following paragraph from an article by Andrew Lang may prove profitably suggestive to those who have wares to sell and are shy about advertising them: "When a goose lays an egg," said Mr. Lang, "she just waddles off as if she was ashamed of it—because she is a goose. When a hen lays an egg—ah, she calls heaven and earth to witness it. The hen is a natural-born advertiser. Hence the demand for hens' eggs exceeds the demand for goose eggs, and the hen has all the business she can attend to."—*Youth's Companion*.

The Cleveland (Sixth City) Branch of the H. W. Johns-Manville Co. has recently been obliged to provide larger quarters for several of its subsidiary offices. The Columbus Office and Contract Department are now located on the ground floor of the new seven-story fire proof Peters Power Building, with large warehouse facilities half a block distant. The Toledo Office and warehouse have been moved to 213 Water Street. Other Cleveland Branch sub-offices are located in Akron, Second National Bank Building, Dayton, Fourth Street Arcade, and Youngstown, Stambaugh Building. Resident representatives are stationed at Lima, Massillon, Greenville and other points in Ohio, also at Huntington and Parkersburg, W. Va. Their work is supplemented by a large corps of traveling men. Last, but not least, the Cleveland Branch has just closed a long-term lease for another larger warehouse on Front Street which, when remodeled, will give the branch larger and better storage and shipping facilities than ever.

New York City.—More than 300 of the leading manufacturers, importers, merchants and trade press editors, representing many industries of the United States, met at the recent convention called by the National Registration League and a Committee of the Federation of Trade Press Assns. The entire proceedings of the convention comprised a vigorous protest by the delegates against the piracy of valuable commercial designs, and urged the enactment of a Federal law for the registration of designs of manufactured products. The Kahn law passed by Congress last September, giving extraordinary rights to foreign manufacturers and exhibitors at the Panama-Pacific Exposition for a period of three years thereafter, was strongly denounced as virtually paving the way for the foreign exhibitors to claim and hold patent rights upon any American product, despite the existence of a patent right in the name of the domestic producer. Amendments to this law, to properly protect the American designs, were urged by the convention, and it was proposed that the necessary action be taken by the League to further such amendments.

Consolidation of Two Grain Houses of Detroit.

Articles of incorporation have been filed with the Secretary of State for the consolidation of two of Detroit's leading grain firms, viz.: Caughey & Carran Company, and McLane, Swift & Company. The new corporation will be known as Caughey-Swift Company, the principal stockholders and directors being F. T. Caughey, T. W. Swift, C. M. Carran, J. A. Jossman and W. R. Jossman. The officers of the company are F. T. Caughey, Pres.; T. W. Swift, Vice-Pres.; D. M. Cash, Sec., and W. R. Jossman, Treas.

The uniting of the two firms gives the new organization a capital stock of \$125,000 fully paid in. The purpose of the new firm is to do a general grain, seed and commission business.

The Caughey & Carran Company has been in the grain and seed business for the past twenty years, and has built up a large domestic and export business. Mr. Caughey has had many years experience in the handling of seeds and will have charge of this department, while Mr. Carran will look after the several country elevators which Caughey & Carran Co. operate in Michigan.

McLane, Swift & Company have, until they recently moved their headquarters to Detroit, been located at Battle Creek, Mich., at which point they operated a transfer elevator and did a general shipping business. Mr. Swift's many friends will be glad to learn that he will have active charge of the grain end of the business.

Mr. Wm. R. Jossman, who has been with Caughey & Carran Company, will assist in the handling of seed, while Mr. Cash, who has been associated with McLane, Swift & Company for several years, will have charge of the office. Mr. R. G. Pearse is Traffic Manager, and Mr. Ben Herr in charge of the accounting.

The new concern is moving from its present location in the Chamber of Commerce, to larger quarters in the J. Henry Smith Building. It will also operate Elevator "C," located on the Wabash and Pere Marquette Railroads. With this organization the new firm is assured a successful future.

HESS DRIERS

are adapted to all kinds of grain or seed. They are made in NINE regular sizes, having capacity from 60 to 2500 bushels per hour.

The latest model embodies improvements and points of efficiency and economy not found in other driers. You can SAVE more money and MAKE more money with a HESS DRIER than with others. We would like to tell you all about it.

Hess Moisture Testers

(with copper flasks) are operated with gasoline, gas, alcohol or electricity. They are fully guaranteed and are used more extensively than all other makes combined. They will test FLOUR, MEAL and GROUND FEED as well as whole grains.

Shipment Within 24 Hours
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Supreme Court Decisions

Conversion of Margin Collateral.—Where stockbrokers convert to their own use stock purchased for a customer on margin, the measure of the customer's damages is the highest price of the stock between the date of the conversion and that of the trial of a suit brought by the customer therefor. —*Sproul v. Sloan*. Supreme Court of Pennsylvania. 88 Atl. 501.

State Demurrage Rule Not Applicable to Interstate Shipment.—Rule 10 of the Mississippi Railroad Commission, for a charge of \$1 per day for each car which is delayed in transit, does not apply to an interstate shipment from a point within the state, which was delayed at a point outside the state. —*Yazoo & M. V. R. Co. v. H. J. & W. McGraw*. Supreme Court of Mississippi 63 South. 277.

Action in State Court for Loss of Interstate Freight.—An action against a delivering railroad company for damages for the destruction of goods en route is a common-law action, so that the state law, and not the law as declared by the federal courts, would be applicable though the shipment was interstate. —*Deaver-Jeter Co. v. Southern Ry. Co.* Supreme Court of South Carolina. 79 S. E. 709.

Duty of Carrier to Furnish Cars.—When a request for cars is made, then the law puts on the carrier the duty of complying with it, and there at once comes into existence a contract, implied by law, that the carrier will furnish to the shipper the cars requested, and if it fails to do so without lawful excuse, the shipper, on this implied contract, may have his action in damages. —*Ill. Cent. R. Co. v. Baker*. Court of Appeals of Kentucky. 159 S. W. 1169.

Defective Cars.—It seems to be a rule very generally followed by the reported cases that, where the carrier selects a car and furnishes it to the shipper for his use, the carrier will be liable for any personal injuries resulting to any one whose connection with the shipment causes him to be on the car, which injuries are caused by the defective condition of the car, where such a condition could have been discovered by a reasonable inspection. —*Jacob v. Ill. Cent. R. Co.* Supreme Court of Louisiana. 63 South. 306.

Mailing Draft and B/L by Mistake to the Notify Party.—Where defendant purchased corn and by mistake received thru the mail a B/L with a draft attached, payable to plaintiff bank, such draft was prima facie notice to defendant that the price was claimed by the bank; and where defendant remitted direct to the seller it was liable to the bank for the amount of the draft. Where a draft, payable to a bank, was attached to a B/L for a car of corn purchased by defendant, and these papers by mistake came into defendant's hands, defendant did not acquire title to the corn until it had paid the draft. —*Burton State Bank v. Pease-Moore Milling Co.* Springfield Court of Appeals, Missouri. 145 S. W. 508.

Carrier Can not Collect Demurrage If It Failed to Furnish Cars.—A rule of a railroad company to charge \$1 per day for the detention of cars over 48 hours, not including Sundays and holidays, after the cars have been set for a patron to load or unload, is valid and enforceable. In an action for demurrage charges imposed under a rule of the railroad, independent of statute, the defendants may set up as a counterclaim that the delay in unloading cars was due to the failure of plaintiff to furnish them sufficient cars to ship their grain, and for that reason their elevator became filled and they were unable to unload the grain shipped to them. —*Louisville & Nashville R. Co. v. A. Waller & Co.* Court of Appeals of Kentucky. 159 S. W. 590.

Rebate.—The word "rebate," as used in the Interstate Commerce Act of February 4, 1877, c. 104, 24 Stat. 379 (U. S. Comp. St. 1901, p. 3154), and its amendments, refers only to such a discount, deduction, or drawback as creates a discrimination in favor of a particular shipper and against other shippers in like situation and destroys that equality of treatment in rates which it is the great purpose of the law to enforce. —*American Sugar Refining Co. v. Delaware, L. & W. R. Co.* U. S. Circuit Court of Appeals. 207 Fed. 733.

Carrier Must Deliver Quantity Shown on B L.—In an action against a carrier for the amount overpaid by plaintiff upon a draft with B/L attached showing a shipment of 62,000 pounds of corn when in fact the car when unloaded contained but 46,000 pounds, tried before the court without a jury and without any finding of fact, a judgment generally for plaintiff was not a finding that but 46,000 pounds were originally delivered to plaintiff. —*M. K. & T. Ry. Co. v. Watson*. Court of Civil Appeals of Texas. 157 S. W. 438.

Suit in County Where Grain Was Purchased.—Under Rev. Civ. St. 1911, art. 1830, § 24, providing that suits against a private corporation can be commenced in any county in which the cause of action arose, an action against a corporation on an account, for grain purchased was properly brought by an assignee of the account in the county in which the grain was purchased, and the draft was drawn by the seller on the buyer, though the buying corporation had residence in another county. —*Kell Milling Co. v. Bank of Miami*. Court of Civil Appeals of Texas. 155 S. W. 325.

Landlord's Lien.—That one purchasing from a tenant corn on which the landlord had a lien had no notice of the landlord's rights or lien did not affect his liability to the landlord for the value thereof. A landlord, who, altho he learned of the tenant's sale of corn on which he had a lien before the purchaser had paid the tenant therefor, was told by the tenant and believed that he had received and disposed of the purchase price, was not estopped to assert his lien against the purchaser because of his failure to notify the purchaser of his rights. —*Hodges v. Trans-Mississippi Grain Co.* Supreme Court of Iowa. 143 N. W. 501.

Notice to Carrier of Damage.—Under the Carmack Amendment (Act June 29, 1906, c. 3581, § 34 Stat. 595 [U. S. Comp. St. Supp. 1911, p. 1307]), to the Hepburn Act (Act Feb. 4, 1887, c. 104 § 20, 24 Stat. 386 [U. S. Comp. St. 1901, p. 3170]), providing that any common carrier of interstate shipments shall be liable to the holder of the B/L for any damage caused by it or any carrier over whose lines the property passes and no contract shall exempt such carrier from such liability, notice of damage may be given to a connecting carrier, though the shipment contract required a written notice of damages to be given to the initial carrier within 90 days. —*Overton v. Chicago, R. I. & G. Ry. Co.* Court of Civil Appeals of Texas. 160 S. W. 111.

ARGENTINA is endeavoring to have its wheat admitted into this country free of duty. Romulo S. Naon, the Argentine minister, is negotiating with the State Department to this end. The State Department seems willing to place Argentine wheat on the free list providing concessions be granted by that country in favor of various lines of American goods.

DUST EXPLOSIONS are being studied by David J. Price, mining engineer, United States Bureau of Mines, the expenses of the investigation being borne by the millers who wish to prevent a repetition of the disasters in Buffalo elevators and mills. Mr. Price is doing the field work, the laboratory tests being conducted at Pittsburg, Pa., where the Bureau of Mines is specially equipped for experimental explosions.

Inspector Fred W. Harrison Dead.

Fred W. Harrison, well known to the grain trade at Chicago, Omaha and Detroit, died at the Presbyterian Hospital, Chicago, Nov. 24, of acute inflammation of the spinal cord. He had long been a sufferer.

For 28 years Mr. Harrison was superintendent of terminal elevators at Chicago, was long employed in the Illinois



Fred W. Harrison, Detroit, Mich., Deceased.

State Grain Inspection Department, for 8 years holding the office of Second Assistant Grain Inspector, until a grain inspection department was established by the Omaha Grain Exchange in 1906, when he became assistant grain inspector and weighmaster at that market.

In 1907 Mr. Harrison accepted the position of chief grain inspector of Detroit, Mich., and discharged the duties of the office acceptably until his recent retirement. When the Detroit Board of Trade created a traffic department, in June, 1909, he was made manager of that department also. A portrait of Mr. Harrison is given in the engraving.

Books Received

Interstate Commerce Decisions.—With the amendment of the Hepburn Act, and the enlargement of the powers of the Interstate Commerce Commission, the state and federal courts, the Commerce Court and the Interstate Commerce Commission, have created so much new law that reliance on older decisions is impossible. As many as ten thousand points of traffic law have been decided in the years 1908-1913, and all have been classified and digested in full in a book by Lust & Merriam of the Chicago Bar entitled "Digest of Decisions under the Interstate Commerce Act." More recent decisions are placed first. If the decision of the Interstate Commerce Commission has been modified or reviewed by any court, rehearing denied, dissenting or concurring opinion filed such fact is noted. Indexes are given to the cases, commodities, and localities involved. Every point of law and of fact in this book has been rechecked seven times with a view to avoiding inaccuracies of detail. All the cases on any one point are grouped together and familiarity with the classification will enable the reader to turn immediately to all the decisions pertaining to the subject in which he is interested. This volume will be indispensable to the traffic managers of grain exchanges, large shippers and rate experts, as affording an instant reference on all disputed points. Lust & Merriam, Chicago. Cloth, 1089 pages; price, \$8.

Insurance Notes.

The Grain Dealers National Mutual Fire Insurance Co. has been licensed to write policies in Massachusetts and has appointed Gale & Stone, Boston, Mass., as state agents.

The Millers Mutual Casualty Insurance Co., Chicago, Ill., has been authorized by the Insurance Department of Michigan to write casualty insurance in that state under the employers' liability law. The company also received similar authority recently from the officials of the state of Wisconsin.

The Canadian Workmen's Compensation Act grants an injured workman compensation without regard to the employer's negligence, according to a recent decision of a Montreal court; and the question of employer's negligence needs only to be introduced on the part of the plaintiff in order to obtain more than the statutory damages.

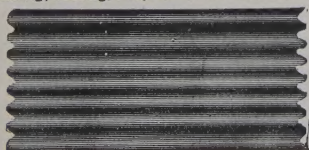
The Texas Employers Insurance Co., Dallas, Tex., recently filed its schedule of rates with the Texas Insurance Commissioner and expects to receive authority to do business under the state employers' liability law Jan. 1. The board of directors of this mutual insurance company was appointed by Gov. Colquitt. The law provides that no stock company may charge higher rates than those approved for the Texas Employers Insurance Co.

The law enacted early this year by the Indiana General Assembly creating a commission of five members to investigate workingmen's compensation was recently declared by Attorney General Horan to be invalid because the title is defective. State Auditor O'Brien declined to issue warrants for the expenses of the commission until assured of the commission's validity, this action, it is understood, being taken at the instigation of the state manufacturers ass'n. Henry W. Bullock, chairman of the commission, states that the commission will proceed in its investigations despite the Attorney General's opinion. Mr. Bullock contends that the commission has not been abolished, that Gov. Ralston wishes it to proceed, and that money to meet its expenses will be forthcoming. The commission has just closed a two days' session, at which J. C. Adderly, Chicago, sec'y of the Millers Mutual Casualty Insurance Co., was one of the speakers.—C. L.

BAGGING imported into this country during the quarter year ended June 30 amounted to 157,780 square yards. Burlap to the amount of 95,523,803 lbs., also entered this country during this period.

I THINK the elevator man has had his best day, as the farmer is feeding more on the farm and shipping less. What can the elevator man look for in his line of business with live stock going up and hay and grain going lower?—W. C. Lewis, Edgerton, O.

GALVANIZED CORRUGATED
Steel Siding, Roofing, Fireproof Window Frames, Sashes, &c



THE SYKES COMPANY, Chicago, Ill.
Sheet Metal Contractors, Makers of Fireproof Windows. Write them if you are in the market now or if you expect to be in the future. Contracts taken anywhere in the United States.

MONTHLY CALENDARS for the desk are being sent to customers by the Alley Grain Co., Mercer, Mo.

GOVERNMENT type standards for cotton were adopted by the New York Cotton Exchange on Dec. 4 by a vote of 199 to 21.

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and your Water Barrels frozen or empty.

Use the "CAL-CIDE" Fire Barrel which does not freeze up nor evaporate. Low cost. Recommended by Insurance Companies.

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THE GRAIN Dealers Journal is prime in its line.—W. W. Culver, Wichita, Kan.

CANNOT be without the Grain Dealers Journal.—Hans P. Peihl, mgr. Thompson Farm, Greenfield, R. F. D., Hunter, N. D.

TRI-STATE MUTUAL Grain Dealers Fire Ins. Co.

of

Luverne, Minnesota

Percentage of Premiums Returned Since Organization

1903.....	96 per cent
1904.....	42 per cent
1905.....	26 per cent
1906.....	83 per cent
1907.....	85 per cent
1908.....	61 per cent
1909.....	5 per cent
1910.....	72 per cent
1911.....	35 per cent
1912.....	60 per cent
1913.....	35 per cent

E. A. BROWN, Pres. E. H. MORELAND, Sec.
V. E. BUTLER, V.-P. B. P. ST. JOHN, Treas.

INCORPORATED 1877

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ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents of same at Cost.

Insurance in Force \$18,433,615.45. Cash surplus \$473,253.91.

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WESTERN MILLERS MUTUAL FIRE INSURANCE CO.,

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OHIO MILLERS MUTUAL FIRE INSURANCE CO.,

Canton, Ohio.

PENNSYLVANIA MILLERS MUTUAL FIRE INSURANCE CO.,

Wilkes Barre, Pa.

MILL OWNERS MUTUAL FIRE INSURANCE CO.

Des Moines, Iowa.

THE MILLERS MUTUAL FIRE INSURANCE CO.,

Harrisburg, Pa.

TEXAS MILLERS MUTUAL FIRE INSURANCE CO.,

Ft. Worth, Texas.

MICHIGAN MILLERS MUTUAL FIRE INSURANCE CO.,

Lansing, Mich.

GRAIN DEALERS NATIONAL MUTUAL FIRE INSURANCE CO.,

Indianapolis, Ind.

Patents Granted

Automatic Weighing Machine. No. 1,079,877. (See cut.) Arla A. Pile, Chattanooga, Okla. This device consists of a suitably supported weighing receptacle having a discharge opening, a hinged valve governing this opening, and a mechanism for operating the valve. Power-driven wheels discharge the contents of the receptacle at predetermined intervals and record the weights obtained.

Seal Lock. No. 1,080,185. (See cut.) Emil Tyden, Hastings, Mich. This lock comprises a housing and a flat metal seal bolt mounted for sliding in the housing. Inside the housing is provided a sliding path for the bolt to pass. The sliding bolt (which is described and illustrated separately as patent No. 1,080,184) fits into the housing so that the tongue of the bolt can be bent out, locking the bolt in position.

Bean Sorter. No. 1,079,913. (See cut.) William S. Foster, Dallas, Wis. This device consists of a tubular receptacle formed by resilient fingers sloping toward a common point at one end, until coinciding and forming an expansible mouth. The fingers have inward dents and outwardly curved extremities beyond these dents, producing flaring guides adapted to slide over the surface of the bean.

Bean-Picking Machine. No. 1,078,805. (See cut.) Charles E. Smith, Saginaw, Mich. Between a pair of revolving bean picking rolls are mounted two baffles, extending the entire width of the rolls and out of contact with the rolls. A cover connects the upper edges of the baffles, and a number of freely swinging members are hung between the baffles. These members are hung so as to be out of the path of the beans which cling to the rolls but they retard those beans which bound above the rolls.

Grain Treating Machine. No. 1,080,069. (See cut.) Henry Lyng, Aurdal, Minn. This device consists of a tank for holding liquids, and over the tank a superstructure including a hopper and a corrugated plate set at an angle under the hopper, this plate being placed so as to receive material from the hopper and deposit it into the tank. A fan blower is so mounted as to send a current of air both over the plate and also over the surface of the liquid in the tank. Submerged in the tank is a grain receiving receptacle, attached to one end of which is a second receptacle for foreign materials.

Seal for Seal-locks. No. 1,080,184. (See cut.) Emil Tyden, Hastings, Mich. This seal, which is made of sheet metal, has an aperture near its middle and a tongue projecting into this aperture. The metal of this tongue is such that it may be bent out but will break if bent back into position.

Screening Machine. No. 1,080,072. (See cut.) Julius F. Mold and Albert W. Mold, Sunrise, Minn. This machine consists of a main frame and a screen frame having its delivery end attached to the forward end of the main frame in such a manner that the screen frame is given an edgewise movement and is prevented from changing its vertical position during reciprocation.

Automatic Scale. No. 1,080,374. (See cut.) Gustav Schnabl, Atzgersdorf, near Vienna, Austria-Hungary. This machine consists of a main scale beam, together with a number of intermediate levers, a transmission system operated by the scale beam and actuating the intermediate levers, a number of mechanical scale devices which are actuated by the levers, and means for indicating and recording the weights obtained.

Seal. No. 1,080,182. (See cut.) Emil Tyden, Hastings, Mich. This seal consists of a hard metal disk having soft metal bosses projecting from opposite sides of the disk. The disk is placed in the middle of two securing wires wound together, being held in place by pressing one of the wires into a soft boss. Staple-like lugs are provided on the disk, and the bosses have apertures in them so arranged as to receive a wire passing thru the staple lugs.

Grain Cleaning Machine. No. 1,080,423. (See cut.) Joseph C. Cramer, Roseburg, Ore. In a supporting machine frame is mounted on a horizontal axis a peculiarly shaped rotating cylinder. In the middle of this cylinder is a chamber containing a circular screen. A hopper above feeds grain into this screening chamber. Brush wheels and scouring wheels are mounted on the horizontal axis, as well as the circular screen; and at the ends of the cylinder are two other screens. At one end of the cylinder is a fan, and at the opposite end is a discharge chamber.

Car Seal Lock. No. 1,080,186. (See cut.) Emil Tyden, Hastings, Mich. This device consists of a casing containing a principal locking bolt mounted therein for locking and unlocking movement and an auxiliary bolt adapted for sealing. The two bolts are connected so that the unlocking movement of the principal bolt withdraws the auxiliary bolt from the sealing position. A catch is provided to hold the auxiliary bolt when withdrawn. A pivoted member is mounted to be swung on its pivot by the movement of the car, thereby releasing the catch.

PHILADELPHIA DEALERS Indicted for Accepting Rebates.

L. F. Miller & Sons and the Keystone Elevator & Warehouse Co., Philadelphia, Pa., and the Pennsylvania Railroad Co. were indicted Nov. 25 by a federal grand jury at Philadelphia for rebates and discrimination in the transportation of grain, and will be tried probably during the February term of the United States District Court at that city. The grain men indicted are Harvey C. Miller, John Miller, Morris F. Miller and Thomas M. Sloan of L. F. Miller & Sons, and John F. McLaughlin, superintendent of the Keystone Elevator & Warehouse Co., which is operated by the Millers.

The grain dealers are charged in the true bills with obtaining certain refunds from the railroad company by the use of false claims. They are also charged with accepting rebates on grain shipped from Chicago to North Philadelphia, whereby the rate is reduced from 14c per 100 lbs., the tariff rate, to 10.7c.

The plant of the Keystone Elevator & Warehouse Co. is owned by the Pennsylvania Railroad and leased to the Millers at an annual rental of \$6,000. The railroad company agreed to maintain side tracks and certain machinery, and also agreed to pay the Elevator Company 20c per ton for grain loaded from the elevator into wagons or into cars for delivery in Philadelphia. This agreement the government attacks as illegal.

This is the second time the Millers have been indicted by the government for the alleged acceptance of rebates. Last spring Harvey C. Miller was fined \$5,000 and costs by the United States District Court at Savannah for shipping grain at less than the published tariff rates.

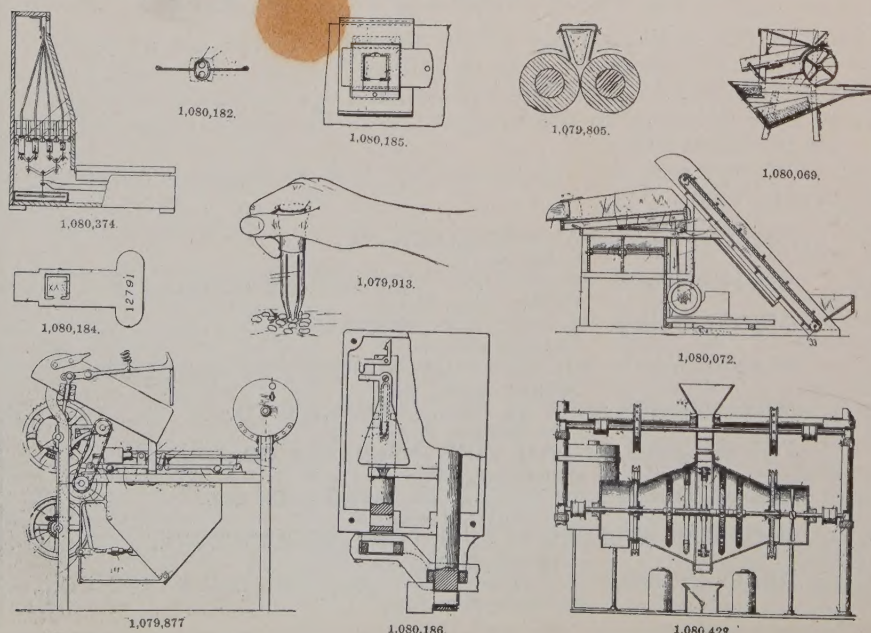
In connection with the second suit, Mr. Miller on Nov. 25 made the following statement: "There was no discrimination. All dealers were treated alike. If there was any violation, all customers using the elevators are also guilty. The amount of money involved in the whole transaction is only a few hundred dollars, which covers 55 transactions out of more than 20,000 shipments during a period of two years. If there were any mistakes they were made by clerks and not done intentionally."

Oriental Eating Indian Corn.

The peoples of the Far East are rapidly learning to eat Indian corn in place of rice, and the cultivation of corn has expanded with marvelous rapidity.

In Indo-China the French colony to the south of China, the annual exports of corn amount to 90,000 tons, altho ten years ago the grain was hardly known. In the Philippine Islands, thru the activity of the U. S. Buros of Agriculture and Education, the production of corn has grown rapidly. In 1912, the Islands produced 7,570,426 bus. of shelled corn, compared with 5,268,706 bus. grown in 1911, an increase of 44% in a single year. Despite this increase, the supply is not adequate to meet the demand. In China, the cultivation of corn has not made much progress, due to the great conservatism of the people and the lack of instruction; but the success of the crop in other Eastern countries and the establishment of wheat cultivation and wheat flour mills in north China and the Yangtze Valley will help to bring about the introduction of corn.

Corn is supplanting rice as the principal article of diet and in a few years will bring about great changes in the agriculture, and commerce of the Far East.



September 23, 1913

POWER

EDITORIAL

Cheaper Power—Reduced Manufacturing Costs

The revised tariff rates shortly to become effective are bound to have considerable effect upon the manufacturing industries of the country. Whether the results are to be beneficial or otherwise depends largely upon the foresight and enterprise of manufacturers in meeting increased competition, etc. In other words, the manufacturer who is to feel the increased competition, more than ever before, must decrease his manufacturing costs, among which one of the main expenses is that for power. The small manufacturer will undoubtedly be the greatest sufferer and the logical solution, in any case, is increased production to compensate for decreased rate of profit. This is made possible by consequent increased markets. The manufacturer who is brought into competition with foreign products can only successfully meet up with them by reducing his cost in the market place.

How are You Going to Reduce your Manufacturing Costs

- ❑ It will have to be done if you are going to continue in business.
- ❑ Power is one of your main items of expense.
- ❑ Get and use *all* the power your plant produces by installing the most efficient and economical system of power distribution. Eliminate all waste—change power losses into power profits. It's important under any manufacturing conditions—imperative under the new tariff conditions.
- ❑ Rope Driving properly installed—properly operated will contribute more largely and effectively towards manufacturing economy than any other mechanical readjustment you can adopt.
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- ❑ Made of best selected Manila hemp only—through and through. Subjected to careful testing and inspection. Outer yarns edged to withstand wear. Core and inner yarns treated with a special lubricant to eliminate internal friction. This lubricant works throughout the whole rope protecting and waterproofing it.
- ❑ **MANUFACTURERS**—study the power question closely. It's to your advantage. Your existence as a manufacturer depends upon intelligent action *now*.

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An attractive, convenient Bulletin for posting the prices you are bidding for grain, seeds and hay, will save you money.

Price Posting Bulletin Form 1 is made of heavy No. 30 gauge steel, japanned so that it will not rust. Top piece contains the words "TODAY'S PRICES" in bold, white type; punched for screw hooks. Six card holders are hung to top so as to provide room to post prices bid for different commodities.

Card holders are turned over on top and bottom edges so they will hold the cards firmly. Complete set of cards bearing the words, Oats, Wheat, Rye, Barley, Y. Corn, W. Corn, Flax, Clover, Timothy, Alsike and Hay; and 10 sets of digits so that the price of each commodity may be easily and quickly posted.

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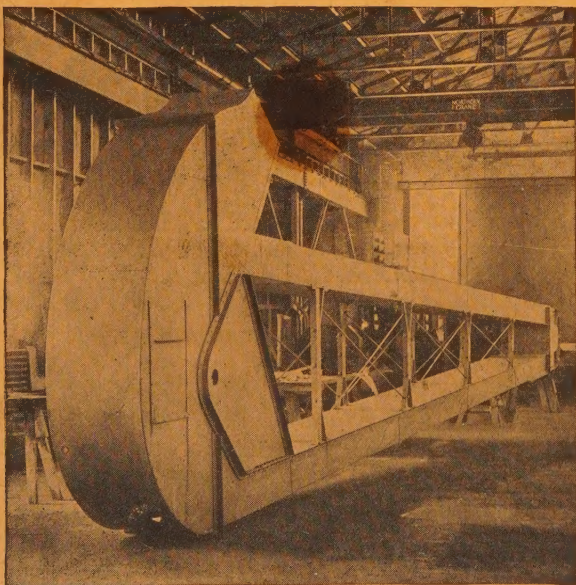
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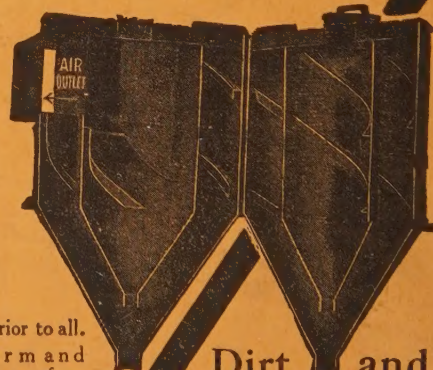
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